



# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE ~~JUNE~~ JULY 2019



By Motorcycle Enthusiasts for Motorcycle Enthusiasts



# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## CLUB EXECUTIVE

**Chair:** Trevor Stephenson – 0402027946 chair@vmccwa.com

**Deputy Chair:** Barry O'Byrne – 0418936254  
barryobyne2007@yahoo.com.au

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas - 94016763 treasurer@vmccwa.com

**Communications:** Murray Barnard – 0434215665  
ildottore@iinet.net.au

## General Committee Members

Paul Peghini – 0419914303 paul.fastrak@bigpond.com

Les Vogiatzakis – 0488915103 les@dgas.com.au

Richard Argus - 0418 934 550 rargus@bigpond.com

Stephen Hills – 0413678604 steve.mag@icloud.com

## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665  
ildottore@iinet.net.au

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,  
6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time and  
place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

## OFFICIALS

**Membership Secretary:** Mario Cudini – 0418212863

[membership@vmccwa.com](mailto:membership@vmccwa.com),

**Assistant Membership Secretary:** Mike Blake – 0404692425  
mikeblake@iinet.net.au

**Welfare Officer:** Adrian White 0438335563  
sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Invigilator:** Owen Page

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508  
(when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms  
is required for your event Ph. 94532728

**CHAIR PRE-31 SECTION:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB  
016358 Acc 481977532)

**CLASSIC SECTION:** Coordinator - Jim Douglas 94016763

**POST 70 SECTION CHAIR and Events Organiser:** Steve Hills  
– 0413678604 steve.mag@icloud.com

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees payable  
to BSB 306133 Acc 0260192)

Facebook page: facebook.com/groups/vmccwapost70

**ALBANY SECTION CHAIR:** Paul Armstrong – 0417051378

(patnpaul2016@gmail.com)

**Albany Section Secretary:** Roger Bittner – 98446524  
(rokebit@gmail.com)

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa

(to view and post, you need to register on Facebook first and then  
message web admin to gain access)

**Contributions:** We welcome contributions from Club members.  
Run reports, trips, general interest items or motorcycle related  
information appreciated. Submission of pictures either by email or  
in posting to club Facebook pages is taken as permission to publish  
in the Chatter or on the Oily Rag. Please send any contributions to  
web@vmccwa.com. Cut-off is for submissions is no later than 5pm  
on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL  
members. In engaging with members, approved events will be  
advised in advance to all members. The Club values the privilege of  
404 concessional licenses. To protect this privilege the Club will  
always advise the legal requirements and DoT expectations to  
members. Compliance is an individual's responsibility. Your  
privacy is paramount, you should only ever receive Club authorised  
bulk emails through the club website/web administrator. As in any  
club membership, you get out of the club what you put in.  
Supporting the club events is the main thing, but also volunteering  
your time to help ensure that events are successful. This is valuable  
to your club and can be very rewarding for yourself.

**THE VINTAGE CHATTER** is the official newsletter of The  
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motorcycle enthusiasts.

**COVERS:** Club Display, Cannington





# Coming Events



For the latest event details always look online at the Events Calendar: <http://vmccwa.com>

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meeting 3rd Monday of each month. 7.30pm at the Mayfair Lane 72 Outram Street West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

## APPROVED CLUB EVENTS – JUN/JUL 2019

Events are closed Club events ie. VMCCWA Club members only, unless advised otherwise on this calendar. Variations to the calendar need Management Committee sign-off. Invitation events will be advised as such otherwise they are restricted to Club members. All events are for all VMCCWA members and any era club eligible machine unless advised differently in the Chatter.


	<b>9 JUNE – ARMY MUSEUM RUN</b> – meet Trevor Stephenson's for run to Army Museum. Closed Club event for VMCCWA members only. Meet 33 Fifth Ave, Rossmoyne, then off at 10.00am to Fremantle. Contact: Trevor Stephenson, 0402027946 Adults - \$12 Seniors/Concession \$9
	<b>16 JUNE - PRE31 SECTION FOUNDATION DAY RIDE &amp; DISPLAY:</b> <b>Note new date.</b> This is a closed Club event for all VMCCWA Club members. It will be based at Whiteman Park, with a ride, followed by a display & sausage-sizzle for Club members. The route will suit Veterans (thanks Colin Brazil) & is 28km. Gather adjacent to the Museum. The ride starts at 10 am, but 'bikes can be on display before the run. Back-up required. Contact: Dave Weeks, 0439991584, David.weeks1@bigpond.com
<b>JUL 2019</b>	<b>7 JULY - MIDLAND WORKSHOPS:</b> The annual joint display between the Machineries Club & the VMCCWA is on again. This is a display at the South side of Block 3, Centennial Place, Midland, from 10 am, with a sausage sizzle supplied by the Machineries guys for about \$5.00 We will be directed to the recently resurfaced area south of block 3. Closed Club event - all VMCCWA club members are welcome. Meet at Keith Weller's – 122 Bushmead Rd Hazelmere (92742476) for a 10 am start.
	<b>14 JULY - GIRDER FORK RUN:</b> This is a closed Club event for all VMCCWA Club members only. Meet at 22 Hewison Road Medina. 60 kms of flat country. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all club eligible machines welcome. Trailer parking available. Start ride at 9.30am Contact: Harold Dewar – 0411442508 - <a href="mailto:harold.dewar@gmail.com">harold.dewar@gmail.com</a>



## Future Premier Events

<p><b>SEP 2019</b></p>	<p><b>12 – 16 SEPTEMBER - LAKE PERKOLILLI RED DUST REVIVAL:</b> The Lake Perkolilli Red Dust Revival will run from 12 to 16 September 2019. Online updates at: <a href="https://motoringpast.wordpress.com/lakeperkolilli-red-dust-revival-2019/">https://motoringpast.wordpress.com/lakeperkolilli-red-dust-revival-2019/</a>The Lake Perkolilli Red Dust Revival 2019 has been created by car and motorbike enthusiast Greg Eastwood and Graeme Cocks to follow on from the 2014 Centenary of Speed. To enable competitive motorcycle events on the claypan they have formed the Lake Perkolilli Motor Sport Club Inc. This will be the official club of the motorcycle competition. The historic motor car events will be conducted under the auspices of the Vintage Sports Car Club of Western Australia which is affiliated with the Confederation of Australian Motor Sport. Of course, anyone is welcome to enter the event and will automatically become a member of the very exclusive club of the claypan - The Lake Perkolilli Motor Sport Club - and have a badge on their bike or car to prove it! Email Graeme Cocks or Greg Eastwood at <a href="mailto:perkolillimc@gmail.com">perkolillimc@gmail.com</a>. Expression of interest forms are on their website. A number of VMCCWA members will be attending this event either as spectators or participants. A club run to be event will be held. Contact: Richard Argus for details.</p>
<p><b>OCT 2019</b></p>	<p><b>5 - 6 OCTOBER - BUSSELTON 2 DAY RALLY:</b> closing date for entries is the Friday before. Entry Fee: \$20.00, make cheques payable to VMCC of WA. GROUPS: Veteran, Vintage, Post Vintage – Short Course: 40 TO 60 KPH: Groups: Vintage, Post Vintage – Long Course - 60 TO 75 kph. <b>Conditions:</b> Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. <b>Note:</b> Help needed - if you can help with this event please let Barry O'Byrne know asap. Entry form enclosed with this Chatter. Contact: Barry O'Byrne, 0418936254, <a href="mailto:barryobyrne2007@yahoo.com.au">barryobyrne2007@yahoo.com.au</a></p> 
<p><b>NOV 2019</b></p>	<p><b>8 – 11 NOVEMBER GYPSY TOUR:</b> The <i>Gypsy Tour</i> for VMCCWA members is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a BBQ at the VMCCWA Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard &amp; Albany Section, 0434215665, <a href="mailto:ildottore@iinet.net.au">ildottore@iinet.net.au</a></p> 



DEC 2019	<b>7 DECEMBER – ALBANY SALVATION ARMY CHARITY RUN:</b> Organised by Albany Section of the VMCCWA, by enthusiasts for enthusiasts, fund raising for the Salvation Army. Contact Paul Armstrong, 98415038, mobile 0417051378, email, <a href="mailto:patnpaul2016@gmail.com">patnpaul2016@gmail.com</a>
	<p><b>7 DECEMBER - KALGOORLIE TOY RUN &amp; ORA BANDA RIDE:</b> This event is run on the first Saturday in December. The Toy Run is organised by the Ulysses Club, and all toys and funds raised go to the Salvation Army, which they then distribute to needy families for Christmas. As well there will be Club run. After the 20 minute circuit through the main streets between Boulder and Kalgoorlie, our group ride out to the Broad Arrow Tavern for a “Broadie Burger”. This year the run will extend to the historic Ora Banda Tavern (now a fully sealed road); round trip distance of 128 km. Any VMCCWA Club member interested in enjoying good weather, little traffic and flat roads, you are most welcome; please contact me. Contact: Richard Argus, 0418934550, <a href="mailto:rargus@bigpond.com">rargus@bigpond.com</a></p> 
MAR 2020	<b>22 MARCH 2020 – VMCCWA OLD IRON CLASSIC MOTORCYCLE SHOW:</b> Cannington Showgrounds. Registration for the Club Display will be invited later in the year. Note the date now. See details online <a href="http://vmccwa.com/classic">vmccwa.com/classic</a>



**VACANCIES:** All Club members are invited to apply for the following positions: Applications to the Secretary please:

- Invigilator – observes the issue of ballot papers, the poll and the verification and counting of the votes
- CMC representative – attends CMC meetings and reports to the Club Committee on matters that may affect the Club and or the members.

**NOTICE OF GENERAL MEETING:** A General Meeting will be held on 5 June 2019 at the Wattle Grove Clubrooms commencing at 8p.m.

**Amendments to Club by-laws will be put to the meeting.** The Club By-laws have largely not been amended since 2016 and changing circumstances have lead the management committee to seek to capture in the by-laws a number of processes and procedures which been applied for decades but never captured in Club Rules.

Most of the by-laws are unchanged but the proposed amendments to by-laws are captured below in italics:

#### **1.0 Code of Behaviour:** (Amended)

All members are to abide by the Associations Act, Club Rules, By-Laws and Procedural Instructions. At all times members are to treat each other with courtesy and respect. This behaviour extends to use of club facilities, services and privileges. Abuse of club officers and officials will not be tolerated. A member must at all times use their club machine in accordance with road courtesy and rules. A rider must have a current driver's licence for the class of bike being ridden. *Breaches of the club "rules" will be addressed as discipline matters and can lead to suspension or dismissal from the Club. Any member found in breach of the Club Rules will be ineligible to stand as a club officer, official or committee member.*

#### **2.0 Club Colours:** Unchanged

#### **3.0 Membership:** Unchanged

#### **4.0 Sections:** (Amended)



*Sections will be motorcycle related interest groups. Sections and their remit will be as determined by the Management Committee from time to time.*

**5.0 Management Committee Roles:** Unchanged

**6.0 Patron** Unchanged

**7.0 Club Officials:** Unchanged

**8.0 Asset Management:** Unchanged

**9.0 Spare Parts and auctions:** Unchanged

**10.0 Machine Eligibility:** Unchanged

**11.0 Dating:** (Amended)

*Consistent with By-Law 10.0, all members are encouraged to enter their Machines into the club database. Before the vehicle can be entered it must be dated. Any contentious matters may be referred to the Technical Sub-Committee and where necessary to the Management Committee. All machines must be authentic in appearance and comply with the “spirit of the times” as defined by the Management Committee.*

**12.0 Communications:** (Amended)

*All minutes of meetings, whether at committee, sub-committee or section meetings will be made available for publication in the chatter in precis form. Information of a personal or confidential nature will be exempt from this requirement. The Club has a single channel for communication to all members and this is the Vintage Chatter. The Vintage Chatter is in two formats, one a paper magazine and secondly by electronic format. Your contact details for distribution of either format will be kept confidential and authorised bulk emails will only issue through the Club Web Administrator*

**13.0 Concessional Licensing:** (Amended)

*The Club is granted the authority by Department of Transport to support members with an application for concessional licensing under certain conditions. Applicants must be a financial member and must have their machine, (licensed or unlicensed), dated and inspected prior to seeking a concessional licence under the auspices of the club. A CMCI form will be issued once all the Club and Department of Transport requirements are met. Authority to issue the CMCI form will be delegated by the committee to manager responsible for 404 licensing compliance. Machines will remain on the Club machine register. If a member wishes to transfer their 404 registered motorcycle to another “Authorised Historic” club they may do so but the advice to the VMCCWA, needs to be in writing from the Secretary of the gaining club that they have recorded the machine on their register.*

**14.0 Conflict of Interest:** (Note: New By-Law)

*In any Club Official or Committee role, members must avoid any real or perceived conflict of interest. In this regard, no VMCCWA Club official or committee member is to hold an official position, be a member of a committee or an Officer of another approved motorcycling Club in WA at the same time as holding a position in VMCCWA. Actual or potential conflicts of interest must be declared before nominating for elected positions in the Club or appointments whenever they arise.*

**15.0 Approved Club Events:** (Note: New By-Law)

*15.1 All Club Events must be approved and minuted by the VMCCWA Management Committee. To be an approved Club event, the activity must be open to all Club members and advertised to all club members in the Vintage Chatter prior to the event.*

*15.2 No alternative or impromptu event is to be advertised to members on the same day or weekend of a Club Event without agreement of an approved event organiser and the Management Committee. Competing events on the same day will be discouraged.*

*15.3 All approved Club events are closed events i.e. for VMCCWA members only, unless advised otherwise in the Chatter. Invitation events must have the approval of the Management Committee.*

**PRECIS MINUTES OF THE MANAGEMENT COMMITTEE MEETING - 13 March 2019**

1. Mario Cudini to assume role of Membership Secretary – 27 March 2019
2. In future, written reports will be sought from key Club officials prior to Club monthly meetings
3. Committee keen to encourage Club-wide social functions whether they be social runs or get-togethers e.g. Gypsy Tour & Orabandon will be weekend social runs. Ideas from members welcome.
4. Cars will no longer be accepted on the Club machine register. Club rules do not allow for cars and the machine examiner cannot examine cars. Cars currently on the register can stay on the register until no longer required.
5. Notice of new members will no longer be published as a standalone item in the Chatter. Notice of new members will continue to be provided at Club Monthly meetings and then published in the minutes in the Chatter. Change required as Chatter is now a bi-monthly publication and existing requirement was delaying confirmation of new members unduly.
6. Richard Atkinson, a member of the public who came to Don Price’s assistance after his recent traffic accident and helped recover his bike, will be offered 12 months Honorary Club membership, in appreciation.
7. New member applications: Ian Moores, Patrick McMahon, Richard Ainsworth, Stephen Cable, Bryce Mitchell, Lloyd Redstone & Raymond Seddon



## PRECIS MINUTES OF THE MANAGEMENT COMMITTEE MEETING - 10 April 2019

1. Reaffirmed written reports from key Club officials required prior to Club monthly meetings
2. New member applications: Mark Deighton, Richard Atkinson (honorary member), George Juncun, Steven Attride, Bob Hergatt, Sean Knox, Grant Blowers
3. Agreed that Albany Section annual clubroom insurance premium should be paid from general revenue. Approx \$1000/year
4. Motorcycle Show was a great success with record attendance. Thanks extended to all volunteers and members who registered for the display.
5. Old Iron Motorcycle Show for 2020 to be rebadged as Old Iron Classic Motorcycle Show to widen appeal to the general public.
6. Back-up fees from Club members will no longer be collected for general events but fees will remain for invitation events and long distance event eg. Busselton 2 Day & WA TT.

## MINUTES OF THE VMCCWA MONTHLY MEETING - 6th MARCH 2019

Held at Wattle Grove commencing at 8.00pm

Chairman: Trevor Stephenson, Secretary: Nic Montagu, Treasurer: Jim Douglas

Microphone Usher: Martin

MINUTES OF PREVIOUS MEETING: Murray Barnard, Nic Montagu

NEW MEMBERS: Ian Moores, Richard Shillington, Dennis Stulic, Martin Hornby, Gregory Scoll, Graham Keery, Andrew Stumpel. AWARDS: Certificate of Appreciation for work towards to club were presented to Richard Argus, Murray Barnard and Adrian White.

PRESENTATION: Paul Peghini presented a 1954 Matchless G9 650 restored from parts sourced from the parts store. The machine was a fine example of the G9 and Paul's skill.

VISITORS: Ray Seddon with a Virago 1990, Llyod with a BSA Royal Gold Star, Bantam. Gerald with a Bantam, BSA B31, Goldstar and Norton Interstate on its way. Ray also has a 1994 Harley Davidson Low Rider.

PRESIDENTS REPORT: I hope you enjoyed the presentation. It is my duty to keep order in a civilised way during meeting both management committee and general. To set a time and date for all meetings and an agenda be set in place for general and committee meetings. That the chairman controls the meeting and that it follows the agenda as agreed with the club secretary. The basic rule is that at any meeting only one person speaks at a time, must be followed or accurate minutes be taken. Participants of the meeting must conduct themselves in an appropriate manner and follow the chairperson's instructions. Provide leadership & ensure committee members are aware of their obligations and that the committee complies with its responsibilities. Ensure there is sufficient time during the meeting to fully discuss agenda items. Ensure minutes are complete and accurate, retained and reviewed at the next meeting. Unfortunately, I failed to follow these rules on committee night on the 13<sup>th</sup> February 2019. Please accept my apology or resignation – please show hands to accept my resignation. Resignation not accepted.

TREASURERS REPORT: Expenses for the month total \$5,007.23 of which exceptional items include \$2,956 for the hire of the swap meet facility. (\$2,000 is a bond). Also \$870 for regalia. Receipts total \$4,427.19. The major items being trading spares \$1,400 and membership subs \$2,855. Membership renewals still coming in even after the 31st Dec deadline. Any last minute renewals of membership need to be in before 31st March or you will need to re-join the club.

Feb-19			
Payments		Receipts	
Acct	Amt	Acct	Amt
Chatter Postage	269.73	Annual Subs	2855
Elec com	313.1	Bank Interest	3.59
Library	108.35	Others	5
others	59	raffles	163.6
Raffle Costs	62.86	Trading Spares	1400
Regalia	870.32		
stat/print/post	229		
swap meet	2956.1		
Unit	138.77		
Total	5007.23		4427.19

WEB REPORT: Murray Barnard. The club website has now a list of all the motorcycles that will be on display at the Old Iron. These are listed under Vintage Show.

EVENTS PAST: Barry O'Byrne, Northam Swap Meet, 17<sup>th</sup> Feb. A good day with 6 riders, we stopped for a pie at Bakers Hill. Trevor Stephenson: Old Forkers Display, 24<sup>th</sup> Feb, A brilliant do, well attended. Thank you to Gary Tendari for the cooking. EVENTS: Grumpy's Run, 17<sup>th</sup> Mar, 9.00am at Trevor's place for a lamington and 10.00am ride down to Coogee. Any bike is welcome. Old Iron Swap Meet and Display, 24<sup>th</sup> Mar. 138 bikes have been registered for the display. As mentioned before, go to the website for information on each bike. Gates will open at 7am for volunteers and bikes. Main gate at 8am. \$5 entry for members,



\$10 for public. Plenty of parking available. Roaring 20's. A pre 31 event still plenty of space available. 2 days starting on the Saturday Morning. 28<sup>th</sup> April, Gin Gin Run. Starting at Whiteman Park and easily ride out to Gin Gin for some lunch. Also organised by Colin Brasil. 5<sup>th</sup> May Café Hop, Starting at Hillary's Marina for a ride out the back of Wanneroo to the Leap Frog Café. Post 70's event. Arthur Grady Display 18<sup>th</sup> May down at the Maritime Museum in Fremantle. British Car Display Gin Gin 19<sup>th</sup> May. There will be a lot of other stuff vehicle related.

MEMBERSHIP SECRETARY: Mike Blake. 23 have rejoined and 519 memberships paid to date.

DATING REPORTS: Pre 70: Maurice Glasson. 1967 Norton Atlas and 1959 BSA A10 Gold Flash.

MACHINE REGISTRAR: Lat Fuller: 2 machines: A triumph T160 and Royal Enfield 350.

LIBRARIAN: Ken Vincent: Paul Spittle has a very overdue book, please can you tell him to return it asap. Thank you to Rex Edmondson for donations. A new book regarding Amal carbs for Velocette.

SPARES: Kieth Weller: Oils in good supply. Sellers at the swap meet are welcome to put any unsold items into the store if you don't want to take back home.

POINTS: Trevor Stephenson. I have started to collate them.

REGALIA: Andrew Hobday. Items will be available for sale at the Swap meet. Some stock in the stores that will not be reproduced. CMC Rep. John Moorehead: ASBESTOS IN IMPORTED VEHICLES. A member asked if the restriction regarding asbestos in imported vehicles has been amended or relaxed. The short answer is no. An Australian wide ban on the manufacture and import of all forms of asbestos took effect in December 2003. Australia is one of the few countries with an absolute ban on asbestos, i.e zero tolerance. Many countries allow a small quantity of asbestos (1 %) to provide some tolerance and hence flexibility. During 2017, the Australian Border Force (ABF) implemented a new protection question when lodging an import declaration for motor vehicle tariff codes. The question was "Do the Goods Contain Asbestos" and this may relate to brake linings, clutch components, gaskets seals etc. It should be noted that rules regarding asbestos also apply to vehicles temporally exported with the intention or re-importation, such as for the purposes of participation in overseas events. It is important to seek the assistance of an appropriate shipping/transport agent to ensure all Government requirements are fulfilled with respect to asbestos in vehicles. GENERAL BUSINESS: From the floor - Does the club have a record of bikes in the club? Murray Barnard responded the club does not publish the members machines or make them available due to privacy concerns. Chris Davis announced that the Post 70's will be riding to the Japanese bikes Show at the Burswood foreshore.

BITS & PIECES: Member is looking for a 1979 Suzuki GS 850 exhaust – see Chris Davis.

A member is looking for a LE Velocette frame. Trevor Stephenson said see the Velocette Owners Club.

Meeting concluded 9.00pm.

## **MINUTES OF THE VMCCWA MONTHLY MEETING -3<sup>RD</sup> APRIL 2019**

Held at Wattle Grove commencing at 8.00pm

CHAIRMAN: Trevor Stephenson, SECRETARY: Nic Montagu, TREASURER: Jim Douglas

MEMBERS ATTENDING: 89, VISITORS: 2, APOLOGIES: N/A, MICROPHONE USHER: Rob WELFARE: Colin Maxfield is struggling with Parkinsons and needs help with a parking brake light on his mobility scooter. Can anyone help? David Ball is hospital and Ron Chave is having some stents fitted. Roger Bullock is suffering from a balance problem. Owen Page can't ride or drive and Bill Cunningham's wife, Ramona, passed away.

MINUTES OF PREVIOUS MEETING: Murray Barnard, Nic Montagu

NEW MEMBERS: Lloyd Redstone, Bryce Mitchell, Richard Answorth and Steven Cable. VISITORS: Dave Attenby from South West UK here for the roaring 20's. John Hollsteen with a 1973 Hinda K2. George with an original Z1000.

PRESIDENTS REPORT: Talking about the new format for the general meeting I hope you are all in favour of it, if so please can we have a show of hands in favour. Please note that general business is for discussion topics to do with the club after which we have Bits and Pieces if you are looking for a mouse trap carburettor so please mention then. Your membership card has the expiry date, we still have members renewing by the way. We are looking for an assistant membership secretary to help at the end of the year, supporting Mike with help on collecting cash and giving cards. Can one of you help on 3 club nights thic Oct, Nov, Dec? A point I wish to clarify is if you wish to present an idea, complain about any club policy, or action that the management committee has implemented or changed please come along to a committee meeting. Just let the secretary know you are coming and what your idea is to put on the agenda. Old Iron display & Swap Meet was fantastic, We will have a report from the organisers.

CORRESPONDENCE: A thank you letter from the Cunninghams's with regards to members well wishes.

TREASURERS REPORT: Jim Douglas: This month we have the new financial software package in place. The accuracy of reporting is much improved and clearly indicates how the club is performing and how we are spending our money. The results of the show and swap meet are not included in these results but will be available next month as long as all the expenses have come in. Membership fees continue to dribble in plus some new applications received at the Show. Net profit for the month of March was \$1,177. The results of the Show & Swap are likely to produce a significant improvement on any previous years financial performance.

## **PROFIT & LOSS FOR MONTH OF MARCH 2019**

Trading Income \$2429

Cost of Sales \$209.06

**Gross Profit \$2219.94**

Other income \$1608.26

**Operating expenses \$2650.32**

**Net Profit \$1177.88**



WEB REPORT: Thanks Jim for his sponsorship efforts. Thanks for all the bikes in the display. The online presence with its content attracted 29000 people and interest generated from Facebook. The Gumtree ad also generated interest. It was obvious from the turnout. 138 boards were created and some boards remain. VMCCWA Facebook page is closed to the public however a public page has been created with club info. Trevor Stephenson has a new email – [chair@vmccwa.com](mailto:chair@vmccwa.com) and Mario has a new email [memebship@vmccwa.com](mailto:memebship@vmccwa.com)

EVENTS PAST: Trevor Stephenson: Grumpy's Run, 17<sup>th</sup>. Was an easy ride down to Coogee Beach. A good day.

COMING EVENTS: Ken Vincent: Roaring 20's. A pre 31 event still plenty of space available. 40 Entries 2 days starting at Nanup.

Jim Douglas: 28<sup>th</sup> April, Gin Gin Run. Starting at Whiteman Park 9am and easy ride out to Gin Gin via Two Rocks for some lunch.

A pleasant ride with B/U. Arthur Grady Display 18<sup>th</sup> May down at the Maritime Museum in Fremantle. Food available at Eshed markets, good coffee. There will be other clubs and cars etc. British Car Display Gin Gin 19<sup>th</sup> May. There will be a lot of other stuff vehicle related. A very interesting day. A ride will start from Gingers Café through the Chittering Valley. Please come along.

Steve Hills: 5<sup>th</sup> May Café Hop, Starting at Hillary's Marina for a ride out the back of Wanneroo to the Leap Frog Café. Post 70's event. Jim Douglas: Old Iron Swap Meet Volunteers BBQ night 18<sup>th</sup> April. We will feed you and provide drinks. Info will sent out.

MEMBERSHIP SECRETARY: Mike Blake. 23 have rejoined and 519 memberships paid to date.

DATING REPORTS: Post 70: Les Vogiatzakis: 1974 Dpner MT9 & 1976 Kawasaki KH500

MACHINE REGISTRAR: Lat Fuller: Paul Armstrong, Honda GB500TT. Tony Ford Ducati 900s. Simon Horder, Yamaha RD200.

Chris Davis, Kawasaki KV100. Tony Pritchett, BMW R51/3

SPARES: Kieth Weller: Swap was brilliant, got a few thanks from Chas for bringing his trailer. There are Penrite stickers available at the store. May I suggest to the committee to invite the Police Commissioner to the next swap meet to show hat we are all about.

POINTS: Trevor Stephenson. I have started doing them.

REGALIA: Andrew Hobday. We moved some items but still have some older designs available.

UNIT: Andrew Hobday. Maddington Unit is been sorted into different areas.

CMC Rep. National Motoring Heritage Day – 19<sup>th</sup> May 2019

This event is an initiative of the Australian Historic Motoring Federation (AHMF) and is an annual event held on the third Sunday in May. The event is supported by state motoring organisations (CMC) and Historic and Heritage motoring Clubs throughout Australia. Thousand of vehicles from veterans to youngest collectables get about promoting Australia's motoring heritage to the wider community and showing business and Government the strength of the Australian historic motoring movement. In Western Australia to comply with the Department of Transport for vehicles on Concessional Licence Code 404, the event must be recorded in the official run log of an DoT approved Historic Motoring Club.

Modified Vehicle under the Concessional Licensing Provisions: In November 2017 the Minister of Transport requested that the Department of Transport investigate the possibility of expanding the registration concessional licensing to include modified vehicles subject to restricted use. This investigation was to include the economic viability of any proposed change. Interested organisations will be contacted for consultation iwhen the next phase of the project commences. There is no date for this action at this point in time. On the 27<sup>th</sup> March 2019 an update from the Minister of Transport provided a direct email contact address at the DoT DVS Policy Section for further information.

GENERAL BUSINESS: Chris Davis: Jap bike show was a good turn out of 9-10 riders. A suggestion for the swapmeet – perhaps place a large trailer in the middle. Murray Barnard – I have written an article online in the Bike Shed times on the m/c Show.

BITS & PIECES: Member is looking for a 1975 Honda 4 carby overhaul kit – Speak to Steve Hills.

Meeting concluded 8.54pm.

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## BOOKS NEW TO THE CLUB LIBRARY - MARCH 2019:

Amal Carburetors for Velocettes

The Harley Davidson Reader

Dream Machines

The Neil Street Story

Motorcycle Racing with the

Continental Circus

The Magic of the TT

Hailwood

Mike Hailwood

Bikes by Mike Hailwood

Mike The Bike Again

A Man Called Mike

Tom Davies Trio Motoring In The

Air

British Cycles & Motorcycles

Overseas

Dvd Roaring Twenties 2015

Dvd Norton Special History

Dvd Ducati Special History

Dvd Triumph Special History

Dvd Classic Tt 2017

Dvd Gold Cup Road Races Olivers

Mount

## WEB REPORT: BY MURRAY BARNARD:

1. The online presence for the Club Motorcycle Show & Swap Meet was a first for this year. A dedicated website for the event was created. A dedicated Facebook page for the Show and Swap Meet was also created. These sites were interlinked. As well a Gumtree ad was maintained for over 4 months publicising the event and seeking spare parts. The reach of the Facebook page was over 29,000 people. The adage is "content is king" on the internet. If you want visitors then you have to have content to attract them. The public information display boards created for the Show were uploaded as they were created and they attracted a lot of interest. 138 display boards were created for the Show, this is the equivalent of 4 weeks full-time work to design them, never mind print them, laminate and mount them. Thanks are given to Richard Argus for printing and mounting most of the boards. The boards were well received by the public, not only had they worked as an attraction but on the day they added to the display, helping to promote the Club but also looking more professional. The boards were examined in interest by many members of the public and enabled them to gain an appreciation of what the machines they were looking at. Thanks to the members who responded to the request to register their machines for the Show. Early registration was essential considering the amount of work



involved in producing the display boards.

2. The Show Facebook page and the dedicated Vintage Show website have been updated to reflect the outcomes of the day and also to begin the promotion of next year's event (see <https://vmccwa.com/classic>). I have proposed that we rename the event to the Old Iron Classic Motorcycle Show & Swap Meet to widen the appeal of the event. I am also proposing that we attract more people to the Show by having a theme. My proposal is "Celebrating a Hundred years of Motorcycling - 1894-1994," coincidentally fitting in with the first real motorcycle in 1894, the Hildebrand & Wolfmuller and continuing up to 1994, the 25 year cut-off. I propose inviting members of the public to register for this centenary event as a means of promoting the Show as well as increasing participation and making it a primary motorcycle event on the calendar in Perth. These proposals have been agreed to by the management committee.

3. A VMCCWA Visitors page on Facebook has been launched. We have a Visitors website but Facebook is also a popular means of disseminating information. Our current club Facebook page is closed & accessible to members only. A Visitors site will enable information on events and club activities to be viewed by potential members and it will direct them to the Visitors website where membership applications can be downloaded.



Planning is underway for the 2020 Old Iron Classic Motorcycle Show. Above pics taken at meeting in Maddington Unit on 18 April 2019 to thank Club volunteers who helped make the Show a success, but also to seek feedback and help plan for next year.

**BAD NEWS: IAN CURTIS INJURED:** Ian sadly took a bad tumble on Sunday 28 April, in the South-West, during a ride with the Classic Club of WA. Ian was airlifted to Royal Perth ICU at the time. I join everyone in the club in wishing Ian a quick recovery. Also sending our regards to Barbara during this very worrying time. Ian may be off bikes for quite some time sadly but we all look forward to seeing him back in Club events as soon as he is well enough.

**ALBANY HILL CLIMB 2019:** The Albany hill climb is back on again this year after concerns regarding Police approval and insurance were resolved. The event will be held on 2nd & 3rd of November 2019. Applications will be submitted to have the display on Stirling Terrace on the Saturday and to include the poker run. Sunday will be the hill climb event on Marine Drive at Middleton Beach (same as last year). Bob Whittingstall has been appointed as the co-ordinator for 2019 who some of you may already know and will commence duties immediately. Meanwhile you can contact these organisers: Bob Whittingstall on 0418 944 437, Bob Rees on 0428 915 556 or Garry Blake on 0409 294 060.

**VETERAN RALLY:** The Vintage Motor Cycle Club of Australia (NSW) Inc. is conducting a Veteran Only Rally on Friday 3 to Mon. 6 April 2020 at Cowra NSW. Details: Watch website [www.vmcnsw.org.au](http://www.vmcnsw.org.au) or email your expression of interest to: [info@vintagemotorcycleclubofaustralia.org.au](mailto:info@vintagemotorcycleclubofaustralia.org.au) Antony Gullick 0415 284 620

#### VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019 - Regalia Officer - Andrew Hobday - 0411 358 428

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10		





# PAST EVENTS

## THE 2019 VINTAGE MOTORCYCLE SHOW AND SWAP MEET – Reports & Photos by Murray Barnard

It is the time of the year for motorcycle shows, not too hot and before the rain sets in. On Sunday 24 March 2019 the ran its Annual Vintage Motorcycle Show and Swap Meet and what a success it was. The biggest crowd ever swept in to check out any bargains but also to browse amongst the incredible collection of machines on display. This year was the biggest display the Club has put on. Some of the machines on display being amongst the rarest in Australia if not the world. The Club has run a motorcycle display and swap meet at the Cannington Showgrounds for decades. Always a perennial favourite the VMCCWA event at Cannington has regularly attracted a crowd of motorcycle enthusiasts, drawn bits and pieces out of sheds and enabled Club members to display their machines. The Motorcycle Show this year was a credit to the members with 130 displaying machines and close to 50 members volunteering on the day to manage the gates, catering, displays and directing traffic. An exceptional turnout and a credit to the club. There you have it, a hell of a lot of work put in by dedicated club members, some for almost 6 months, a successful show put on by motorcycle enthusiasts for motorcycle enthusiasts. A selfless effort, put in by hard working club members with one aim, putting the best interests of the Club first, strongly promoting the Club, sharing a love for motorcycles and raising much needed revenue for the future use of the Club. Next year the Club has plans to expand the show even more. It is hoped that as a result even more machines will be on display next year. Many thanks to those who lead teams and helped make it happen.

The Show this year had a dedicated website ([vmccwa.com/vintageshow](http://vmccwa.com/vintageshow)) which kept members of the public and members informed on Show arrangements. As well the website carried detailed information panels on most of the machines on display. Further to this a Facebook page ([facebook.com/vmccwa](https://facebook.com/vmccwa)) was maintained which kept the public informed of arrangements on a daily basis and also included photos of bikes and their display boards to whet their appetite. The Facebook page reached over 29,000 people which was a great result and a contributor to the success of the Show. The list of machines on display ranged from a 1910 Norton to a 1996 Bimota. In between were machines equally rare and desirable. The criteria for the Show is broad and machines on display have been entered not on the basis of quality of restoration, monetary value or popularity. The Club values preservation, originality and a love of motorcycles. A range of machines, utilitarian, ordinary, sporting, touring or plain basic transport conveys a sense of history better than show ponies. The Club considers all machines worthy of display. It is difficult to choose between any of the machines on display but there were a handful of prize winners, chosen for their machine's uniqueness, public interest, historical value or pure thrill factor.



*BSA Spitfire for sale at the Swap Meet*







*Rare early Japanese, the Suzuki T500 Cobra was the first big two stroke by the company, was a Bonneville eater and produced for only one year before being replaced by the more staid but very capable T500 Titan. Restored by Nic Montagu*



*Top left, clockwise: Triumph 3TA bathtub for sale, packed hall, before the rush, the hardworking team room team (pic by Cathy Cudini), sausage sizzle team flat out, display hall packed all morning!*







Vintage Motorcycle Club of WA (Inc)

## Douglas W 350cc - 1917 - England

Owner: Lat Fuller

This Douglas machine was recovered as a wreck by Rex Edmondson from lake grace and was restored by Lat Fuller.

The Douglas model W (2.75hp) was a wartime model. During the First World War, Douglas, based in Kingswood, Bristol, produced over 70,000 motorcycles for the use of despatch riders in all theatres of the war. Motorbikes were first introduced to the British military after the Ministry of Defence made a deal with William and Edward Douglas of Douglas Motorcycles to produce, what they thought was 300 bikes for the military; what the contract actually proposed was to make 300 bikes a month for the duration of the war. The Douglas proved itself in the war even though it was not designed for such arduous conditions. After the war demand was so great for the machine that ex War Department machines were sold in great numbers and many manufacturers copied the basic design as demand was so great. Douglas went on to much road and race success in later years and only closed it's doors for good in 1962.



Vintage Motorcycle Club of WA (Inc)

## BSA 500cc A7 - Star Twin

1949 England Owner: Joe Deol



BSAA7 - Engine 495 cc (30.2 cu in) straight twin, Bore / stroke 62 mm x 82 mm, Top speed 85 mph (137 km/h), Power 26 bhp, Weight 166 kilograms (366 lb)

After the 1938 launch of the Edward Turner designed Triumph Speed Twin, BSA needed a 500cc twin to compete with the Speed Twin. Designed by Herbert Parker, David Munro and BSA's chief designer, Val Page, the BSAA7 was the first of the BSA twin-cylinder motorcycles. The outbreak of World War II delayed the launch and several prototypes were built during the war years. The model was finally launched in September 1946 when hostilities had ended. The very first A7 off the production line was flown to Paris for the first motorcycle show after the end of the war. There was huge demand for affordable transport after the war and the simplicity of the A7 twin was helped along by the slogan 'It's time YOU had a BSA!'. The range was launched in 1946 using a 495 cc long stroke engine. An improved 497 cc version based on the BSAA10 engine was launched in 1950. The various A7 models continued in production with minor modifications until 1961/2 when they were superseded by the unit-construction A50 model. The Star Twin had an increased compression and sportier cam compared to the standard A7. This machine has twin carbs & also has rear plunger suspension.

Interested in this machine, contact Joe on 0414157787

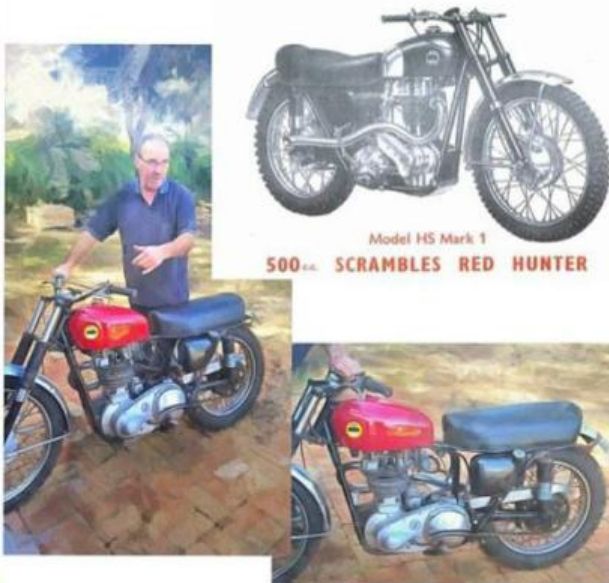


Vintage Motorcycle Club of WA (Inc)

## ARIEL HS: 500cc - 1956 England

SCRAMBLES RED HUNTER

One of only 229 built, Ariel had much success in Scrambles with the HS 500cc model; the model began its life in 1954 and had an all alloy motor and a special frame for competition. The HS shared the same frame as the road going model but it was built with Reynolds tubing, and without many of the standard castings such as the rear pillion footrests. This machine was exported to Johnson Motors in Pasadena California. A Few years ago it was imported into WA from Texas only needing a minor restoration to get it running again. 34BHP @ 6000rpm Weight: 310lbs

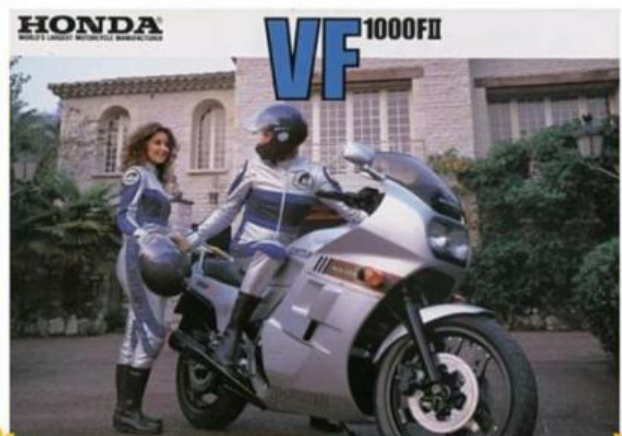


Vintage Motorcycle Club of WA (Inc)

## HONDA VF1000 F2 - 1985

Japan - Owner: Sean Killalea

In 1985 the F2 Bol d'Or was released. The Honda VF1000 F2 Bol d'Or was the last of the timing chain OHC V4 machines before Honda went to gear drive on the VF750R to overcome failing cams on the earlier machines. This featured a full fairing and was aimed squarely at the touring market rather than the sports one. The F2 was the heaviest of the VF's tipping the scales at 245kg, strangely it was the only version of the marque to win a major race when Geoff Johnson bounced his way around the challenging circuit to win the 1985 production TT race. The VF1000 uses a V-4 998 cc double overhead cam 16 valve engine. The 116 bhp (87 kW) F2 had a full fairing which covered most of the engine, and changed the seat design to improve comfort for rider and passenger over long distances. The F2 has the name of the French endurance racing circuit 'Bol d'Or' across the top of the fairing behind the indicator, giving this VF it's Bol d'Or nickname. An extra radiator is included to assist cooling and is integrated into the 'wind tunnel' designed fairing. The fairing, designed to increase rider comfort and reduce drag, has a built in ventilation system and twin storage 'pockets'. The cockpit was redesigned too with a centrally mounted fuel and coolant temperature gauge, new style speedo and tachometer with yellow backgrounds. The twin headlights first seen on the VF1000R are also included on some models. Whist suspension and braking specifications remain the same as the VF1000F, the F2 is the heaviest of all the VF's weighing 245Kg. Engine and frame modifications were carried over from the development of the R and FF models, but the F2 still had chain driven cams. The Honda F2 came out just as Suzuki and Kawasaki were releasing serious long distance machines such as the GSXR1100 and the Kawasaki GPZ1000RX. The VF1000 F2 was discontinued in May 1986.



The trophy winners on the day were as follow: Veteran and Vintage Class - Lat Fuller, 1917 Douglas 350, Post Vintage - Joe Deol, 1949 A7 BSA, Classic - Gary Tenardi, 1956 HS Ariel, Post Classic - Sean Killalea, 1985 Honda VF1000F2





Vintage Motorcycle Club of WA (Inc)

**BMW: R4 - 400cc - 1936**

Germany - Owner: Bowe Wilson

*This machine was imported from Germany. The engine is from a Machine delivered to a dealer in Königsberg in East Prussia in 1936. The frame is from a Machine delivered to a Wehrmacht Artillery Unit in Leipzig in 1936. At some time the components were swapped around, not uncommon during or after the war.*

Introduced in 1932 and intended to bridge the gap between the 'budget' BMW R2 198cc single and the expensive twins, the R4 looked much like the former, whose channel-section steel frame and running gear it used almost unaltered. The 398cc overhead-valve engine featured enclosed valve gear and produced 12bhp, gaining an extra two horsepower in 1933 when the BMW R4 was updated to Series 2 specification with revised styling and a four-speed gearbox. A new cylinder head, tidier engine casings and changes to the toolbox and generator locations were introduced as the rugged R4 - a favourite with police forces and the German Army - progressed through to Series 5 before production ceased in 1936. BMW produced 15,295 R4 motorcycles using innovative mass production techniques, setting new standards of design and quality. Pressed steel frame and components were quick and easy to stamp out and assemble, reducing manufacturing costs.



Vintage Motorcycle Club of WA (Inc)

**Harley-Davidson Servi-car**

1935 USA - Owner: Steven de Mol

1935 Servi car, only left hand shift matching numbers in the world. Only 567 built in 1935. Only 91 GD models made. Only 11 built with right hand throttle, left hand shift. The company's early commercial motorcycles included trade sidecars for carrying all manner of goods, but an improved design was pondered even in the teeth of the Great Depression. But Harley-Davidson had introduced a very inexpensive 750cc side-valve motor to its range (the Model D), and combining this reliable 45 CI engine with a unitary 3-wheel chassis seemed a natural fit for light commercial duty. The Servi-Car trike was introduced in 1932. With an automotive-type differential powering twin car-type wheels at the back, and a reverse gear, the Servi-Car was incredibly versatile. The Harley-Davidson 45 CI side-valve changed from the Model D to the R in 1932; with larger flywheels and aluminum pistons, the R was a strong motor, well up to powering a load-carrying trike. While Harley-Davidson struggled the year the Servi-Car was announced, selling only 3,168 machines in 1933, the Servi-Car was a hit and was continuously improved, remaining in the Harley-Davidson catalog until 1973. That made the side-valve-engined 3-wheeler their longest-built production model, until the XL Sportster surpassed it, but with several changes of motor.



Vintage Motorcycle Club of WA (Inc)

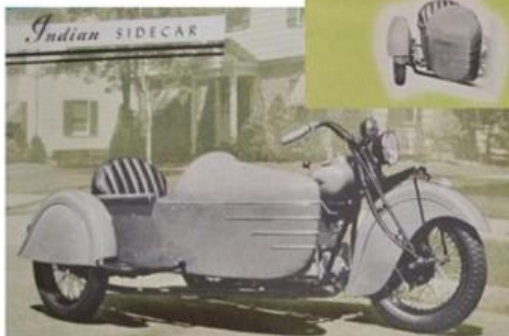
**Indian Chief - 1947 - USA**

Owner: Steve de Mol

The Chief was Indian's "big twin", a larger, more powerful motorcycle than the Scout in 1940, along with the Scout, the Chief was fitted with the large skirted fenders that became an Indian trademark, and the Chief gained a new sprung frame that was superior to rival Harley's unsprung rear end. The Chief's of the 1940s were handsome and comfortable machines, capable of 85mph in standard form. When Indian resumed civilian production after World War II, they revived only the Chief line. Production of Indian motorcycles ended with the last Chief made in 1953.



The Indian Chief sidecar model is derived from the 1930s model Chief and was available in 1940 with an all metal sidecar body and braked sidecar wheel. The sidecar model retained the earlier Indian Chief front fork.



Vintage Motorcycle Club of WA (Inc)

**BENELLI - Super Sport -**

250cc 1972 - Italy: Owner: Keith Weller



Benelli was originally established by widow Teresa Benelli in Pesaro, Italy in 1911 with the hope that it would provide her six sons with employment, beginning with repair work. By 1920 the Fratelli Benelli produced their first engine, a single-cylinder two-stroke, and the following year installed it in a motorcycle of their own manufacture. By the time the Second World War started, Benelli had won four Italian Championships and continued to do well in competition through the Fifties and Sixties. Following the merger of Benelli with Motobi in 1962, a series of 125cc (54mm x 54mm) and 250cc (74mm x 57mm) motorcycles were sold under both brands, marketed as the "Sport Special" and the "Super Sport". For 1971 a revised model was introduced with Marzocchi front forks and higher, adjustable handlebars, but the model only survived another two years before being discontinued, the vast majority built badged as Benellis. The Sport Special was known as the super egg for obvious reasons.



People's Choice - Bowe Wilson, 1936 BMW R4, Best European - Keith Weller, 1972 Benelli Sports, Best American & Harley Davidson - Steve de Mol





*Whippy Dawes all the way from Yealering with his trailer of bits and pieces*



*Ken Foster's popular 1926 B26 250cc round tank BSA.*



*Stephen Lock's Laverda lineup, 1979 1000cc Laverda Jota, 1974 750cc Laverda SF750, 1974 Laverda 250 LH*





*Photos by Cathy Cudini*







*Richard Atkinson who came to Don Price's aid was awarded Honorary membership for 2019.*



*Jim Veitch has been in and collected his Show door prize at MotoMax (photo by Motomax)*

Visit Bike Shed Times online as well to see the Show writeup: <http://www.bikeshedtimes.com/rescued-brit-aged-102-among-the-stars-at-vintage-motorcycle-show-swap-meet/>

## THE BIKE SHED TIMES

AUSTRALIAN MOTORCYCLE NEWS AND SPECIAL BIKES FOR SALE

BIKES FOR SALE ABOUT ADVERTISE HOME NEW BIKES OLD BIKES NEWS PEOPLE TRAVEL

### Rescued Brit, aged 102, among the stars at Vintage Motorcycle Show & Swap Meet

**TOPICS:** 350 Douglas Bathtub Triumph BSA Spitfire Laverda Jota Moto Guzzi LeMans  
Suzuki T500 Cobra Vintage Motorcycles WA Vintage Swap Meet



**CAPTION:** This trophy-winning 1917 Douglas 350 sat in a shearing shed for decades before being restored.

**POSTED BY:** THE POSTMAN APRIL 2, 2019

Photos and info courtesy of Murray Barnard





**ROARING TWENTIES RUN – 6/7 APRIL 2019:** Ken Vincent pulled it off again! Another Roaring 20s event at Nannup and in perfect weather. No incidents to report, numerous machine breakdowns as to be expected but a good time had by all. Ken's report follows: *"For the 8<sup>th</sup> year running we have had good weather for the Roaring Twenties run organized by the Pre 31 section of the VMCCWA for bikes made before December 1930. We started as usual at the transport museum in Boyanup. We had 39 starters ranging from Greg Boothey's 1911 Triumph, Steve Turner on an Australian made 1912 Corah. ,Harold Dewar took his 1913 Sunbeam and Terry Mckie and Elliot Montagu on 1926/27 model P Triumphs which were very Trusty for them! Geoff Coole had a 1928 Indian, Richard Blackman rode my 1929 350 Velocette and lucky for me had no trouble, my 1926 Triumph was not so Trusty for John Voogt as it suffered a major seizure. Kevin Badby's shiny Henderson suffered a puncture on day one but was soon fixed at the overnight stop at Nannup. No such luck for Chris Whisson on his 1930 Norton with a broken fuel line day 1 and fixed with rubber hose and fence wire Then on day 2 he stopped with a broken drive sprocket with suspect welding! There must have been many more dramas but I didn't get to hear of them but that's part of the fun in running these old bikes, as Andrew Repton was seen with the cams out of his Premier at Nannup resetting the timing in the dust at the rear yard of the hotel whilst taking another sip of beer. If you have a pre 31 bike its' a must to be on this run. Thanks go to Sharon and Murray Rudler for putting on the BBQ at their home. Mick Hancock for running the raffle. Ken Terry for all his help with the backup. Tim Whetnall as road manager and dog's body. And all the riders and partners who made the event a success. Here now is a list of the winners: In The Spirit Of The Event - Greg Matcham, Close To The Spirit - Chris Cooke, Mick Hancock & Graeme Hammond. Best Veteran - Steve Turner, Best Vintage - Hamish Cowen, Best Small Bike - David Atterbury, Hard Luck -Chris Whisson"*



Top left clockwise: Michael Rock (1914 Premier) and Guiseppe Vincenzo (photographer), riders briefing, Geoff Boothey receives award and Ken and Tim Whetnall





Top left clockwise: 1914 BSA 557cc, 1929 Velocette 350, Jon Voogt & Chris Whisson, Donnybrook, Roger Bowen (1929 BSA 500), Graeme Hammond (1928 Indian 750), Hamish Cowan, Greg Boothey, Ken Vincent (1923 1300 Henderson), 1928 Indian 750





Top left clockwise: Ricky Fraser (1930 500 Rudge), Peter Lawson (1926 500 Sunbeam), Terry Mears (1930 500 Rudge), Tim Harding 1928 Sunbeam 500), Ian Terry (1929 Scott 500), Tim Hesford (1927 Triumph 500), Kelvin Mears (1926 Norton 500) & Bob Whittingstall (1930 Matchless 1000)



**GINGIN RUN:** Friday 28th April was the Gingin Ride, the only ride organised for all club members in April. The meeting place was Whiteman Park where 25 rides turned out for ideal riding weather. Next stop Two Rocks where initially we seemed light on numbers. However a few of the riders had followed one rider for a detour around Yanchep and arrived somewhat later for coffee.

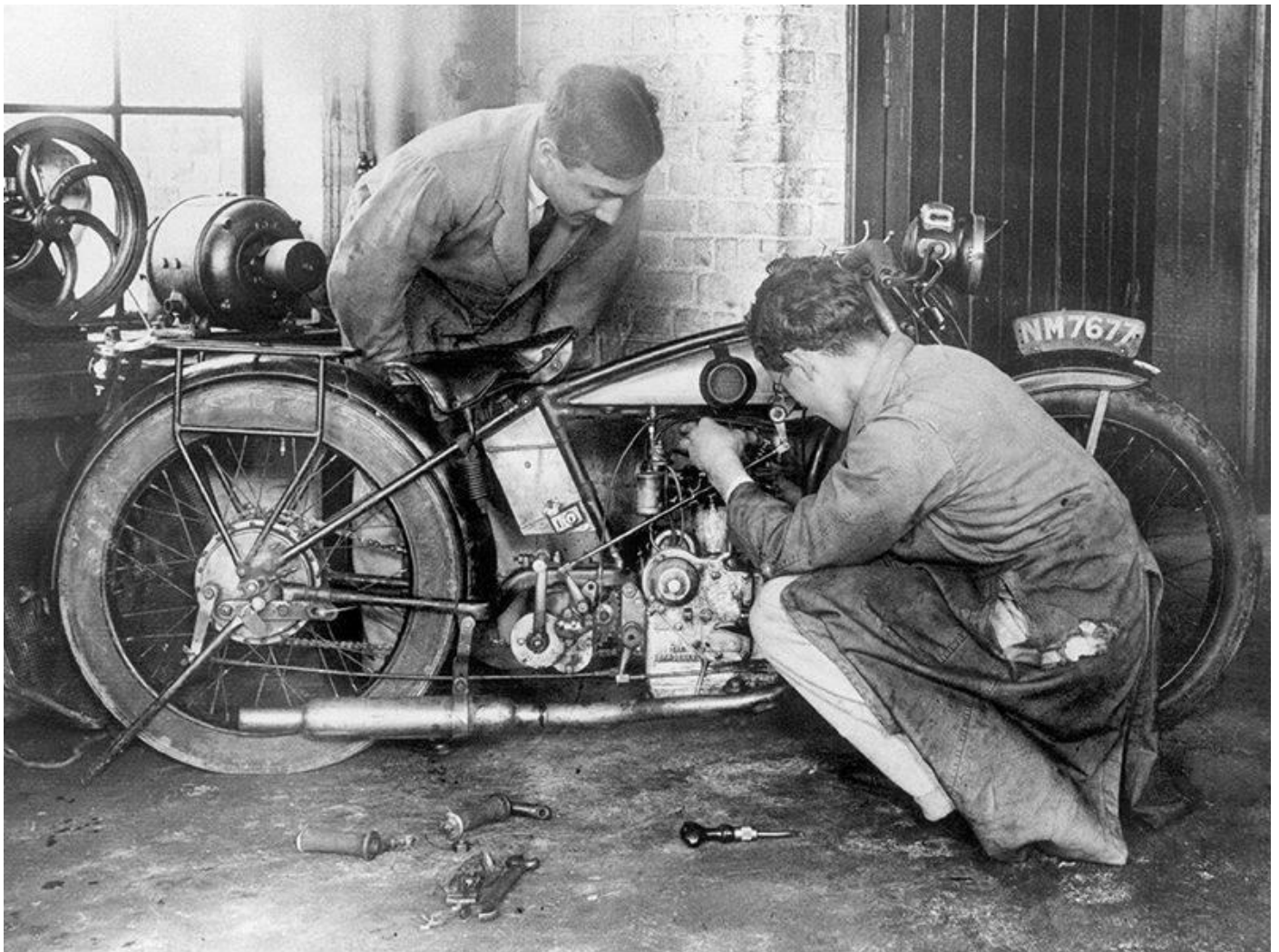
Next stop Gingin, after some ideal conditions to open up the old girl and get the engine on song. Very pleasant company for lunch at "CU4LUNCH", the cafe on the green at Gingin. Then after taking refreshment it was back to Whiteman park via the Brand Hwy (the roadworks) and Gnangara Rd to Whiteman Park. When the Tonkin Hwy extension is eventually completed it will make some of these roads very quiet in future. The major of riders turned off for home early choosing to not return to Whiteman Park. The ride was enjoyed by all with no customers for the backup trailer. Thanks to Chris for providing the service.

A fairly long run and mainly suitable for bikes from the 50's onwards. Andrew Hobday reported doing 140 miles (220 km) on the day. – *Jim*

**CAFÉ HOP – 5 May 2019:** Steve Hills reported a good turnout for the ride on a day of good weather. The riders dedicated the run to ian Curtis wishing him a speedy recovery.











Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

#### ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Section Calendar	Event	Backup Trailer
May 12 <sup>th</sup>	Bill Morrells run.	Bernie Wolfe
June 9 <sup>th</sup>	Lloyds Run.	Not required.
July 14 <sup>th</sup>	Northys run.	Lou
August 11 <sup>th</sup>	Robin Webbs Sidecar Run.	Required
September 8 <sup>th</sup>	Kevins Spring Rally.	Required
October 13 <sup>th</sup>	Richard Turpins run.	Required

*Please note, if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)*

**Found:** at The Chalet after the March BBQ. 1 pair of prescription glasses. Contact secretary on 98446524.

**DENNIS & MAUREEN LOHOAR** Please note new address: 11 Bordeaux Ramble, Port Kennedy Ph. 0414 970 299 There's a warm welcome extended for a coffee and a chat to anyone from the Club who's visiting Perth.

**VMCC ALBANY - JANUARY 2019 CLUB RIDE – IAN'S RUN:** Well, I think we've all recovered from our Christmas indulging, rellie obligations and grandies invasions? All we need to do now is wait for the last of the summer "terrorists" to pack up, go home and go back to work, (the most "rusted on" ones hang around until Feb ) and allow this mob to enjoy the South Coastal Region in peace! For the fourth year now this Club has been proud to have a fund raising ride in January for the Flourish Cambodia organization; it provides economic independence opportunities ( a helping hand ) for women and their children who are affected by AIDS / HIV and otherwise shunned by their society. We're supportive of this charity as we see it through the eyes of the people around us rather than a multi - level organization. We had 23 bikes turn up at the Old Gaol (including a few from the Albany Vintage and Classic Club) and a car or two. The morning tea stop was at Baker's Junction after a meander around the east side of Albany; lots of socializing! Unfortunately 2 bikes had to withdraw but the remaining 21 continued west of Albany on a modified route. Modified? Apparently the Upper King River Bridge was damaged by vandals lighting a fire underneath, resulting in closure for major repairs. The ride ended at Dave & Sheree's place at Kronkup, near Cosy Corner, where they had a lovely lunch and drinks prepared for us and seating under a shady tree to enjoy the camaraderie. There was even a free raffle from Ian with very nice prizes for the lucky winners! What a great way to spend the afternoon! So how did the day pan out? Well, we put on a levy for the ride to go towards the Charity, on top of the normal back-up cost, all of which was donated, plus a few personal donations and, all up, we were able to present our hosts with about \$900 to help them provide an opportunity for someone else worse off. The back up crew didn't score any customers; no grumpy bikes either! Such a nice time, for everyone, doesn't happen without a bit of effort. So it started with Ian & Maree's organizing and providing some of the food, drinks and seating and then Dave and Sheree opening their home, providing us with a bbq lunch, desserts and a cuppa after **So a big thank you to the 4 of you from everyone who enjoyed your hospitality! Bernie**

**MARCH 2019 CLUB RIDE – ED'S RUN:** March usually a pleasant time in Albany; the autumn weather kicks in, the tourists have taken their kids and gone home, the local kids are back in school, the workers are back at their jobs (paying off their mortgages), yes all's as it should be. By now we see the re- emergence of the grey nomads to continue their wandering around the countryside at a gentle pace; we hardly notice them passing by. Of course, the truckies may have a different point of view? Ed Shekell organized this March run around Albany and about 18 bikes and their riders joined him at the Old Gaol by 10 am. There were all types and ages of bikes; some young, some not so young and some oldies too. A bit different to their riders, who all definitely qualified for the last category! So Ed started us off with a run around the mountain (to remind us what a beautiful place we live in) then inland via Norwood and Milbrook to Albany Hwy. Back down Link, westwards on South Coast Hwy, Rutherford and back along Lower Denmark Rd to Elleker Store for a coffee break for ½ hour. The second part was a wander along Grassmere Rd followed by another wander through Robinson's roads and a climb up to the wind farm and down again, ending up at Whaler's Cove on Quarunup Point. From here it was a short run to the Clubhouse for a byo b-b-q and lunch. Everyone pitched in to set up the b-b-q and seating to facilitate a lot more socializing and the time passed by quite pleasantly. But who was that casually dressed guy in his "surf" outfit amongst all the leathers? Thanks to Jim Robertson for back- up; once again no cantankerous bikes and riders to rescue. *Bernie*

**I THINK I'M LOSING IT! (AGAIN):** There was a certain member (who would rather remain anonymous for obvious reasons) who went on a lunch run to the Kendenup store with two other members, some time ago. They enjoyed the socializing over lunch and when they decided to head home, one decided to "go, before you go" while the other two strolled across the carpark to take a



look at an unusual car parked there; the said member had his bike jacket draped over his arm. Some time later the two were walking back towards their bikes when said member spotted a wallet lying in the carpark. He knew it wasn't his, this one had "embossing" on it. (Err, tyre tread - it had been run over) So he picked it up, and headed across to the Store to hand it in. On the way he thought he'd have a look to see who the unfortunate soul was, who'd lost his wallet. The face and name on the Driver's Licence was very, very familiar! This caused an outburst of laughter and words to the effect of "imagine how silly you'd look handing in your own wallet at the Store!!" Oh Noooo! I'm definitely losing it! (again).

**David Hobbs:** I joined the Albany branch of The Vintage Motorcycle Club in September last year. Since then I have been a regular participant on both Wednesday and Sunday club runs. They are highlights to my week and I look forward to them immensely. I think especially as I nearly sold my motorcycle because of balance issues arising from the onset of Parkinson's Disease diagnosed in February 2011. By 2016 I wasn't safe and frightened myself so it had to go. Then my wife Vivienne suggested I fit a sidecar. Wow what a great idea! It took me 6 months to make all the brackets and attach it to the bike. My first rides convinced me that I had wasted my time, very scary. Especially turning to the left. I persevered and the reward is huge. Stopping in a straight line and turning left a little easier now with a brake fitted to the sidecar wheel. The primary reason I decided to write this is to explain to members a little about the less well-known symptoms of Parkinson's and how they impact one's ability to interact with others especially in a group situation. For example, speech becomes slurred, volume drops and stammering can occur. Cognition is slowed making it difficult to keep pace with the discussion. Not all Parkinson's sufferers get all these symptoms and for those that do the severity varies day to day. So it is not all down to my strong Welsh Accent.



**APRIL 2019 RIDE – JASMIN'S RUN:** Albany's lovely Autumn weather continues and you'd be a sad case if you let it pass by without getting out and enjoying it as much as you can! Another month and Old Man Winter will come a-knocking and settle in and riding opportunities will be limited: very limited if our farmers wishes come true! Jasmin's autumn ride made sure we got out and appreciated a lot of Albany's countryside, now; about 160km of it, I think. About 20 bikes took up the opportunity and brought their riders along for some more intimate 1 on 1 time together! Even in retirement a lot of us seem to struggle to find enough time to spend riding our 2 wheeled beauties; tinkering in the garage doesn't count; that's just foreplay! First stop was very pleasant at the newly refurbished Narrikup Store for a cuppa for ½ an hour; then across Spencer Rd to the Denbarker Rd and down South Coast Hwy, returning to Albany with a short stop at Youngs Siding. Albany's Historic Precinct was our end stop where Jasmin had organised a considerable lunch with a huge variety of foods (helped by Cheryl, Evie, Noelene and Ruth) in one of the meeting rooms. That was followed by the drawing of the raffle with some nice prizes ( yes the pix of the AJ 7R is up on the wall Jas!) and a free tour of the Brig Amity, if you hadn't seen over it before. Wow! We were spoiled rotten! Everyone seemed to enjoy the day, the company, the food. From our road captain Lloyd at the front to our back up, Peter, at the rear ( without a customer), from all of us in between – a big thank you Jasmin for a great day out! *Bernie*

**SOME MEMORIES OF THE IOM AND THE TT:** During the 1960's myself, my brother and others from the Cotswold section of the VMCC visited The Island. Sometimes camping, sometimes B & B. We would ride up from Cheltenham about 150 miles to Liverpool to catch the ferry to Douglas. It was not possible to book a passage, one just had to queue on the dockside, very little shelter and almost nothing available in the way of refreshments. The IOM Steam Packet Company had a few very old ships – I remember the King Orry and Mona's Isle. NO ride on and off! The motorbikes were winched on with rudimentary tackle and we always feared for their safety. They were all stashed around the deck (from memory). There was little comfort on board and crossing the Irish Sea was usually rough. Today modern ferries do it in 3-4 hours but then it was more like 6 to 8 hours. The old "tubs" used to roll terribly. I recall one year that my brother had left very early in the morning on his 1924 350 lightweight sunbeam with acetylene lighting. He was stopped by a lonely "bobby" doling his rounds who wouldn't believe that Robert was on his way to Liverpool. An annual event when visiting The Island was to watch the old movie "No Limit" with George Formby. The film got shorter every year as the celluloid strip wore out. It has since been digitised, for the TT Centenary and is now available on a DVD. I do have a copy if anyone would like to borrow it. B & W and somewhat dated but it does show the TT Course and a number of bikes especially several Velos. Good for a laugh. I remember one year when camping with the Vincent and Steib that the weather was not too kind and I didn't appreciate camp cooking so went across the road to a Café. I was 'sent to Coventry' for not entering into the spirit of motorcycling! Another time we were out late at night returning to Digs with the 1918 4 HP Douglas and Sidecar – again acetylene lighting which kept going out due to the rain. We had to go up a sharp steep hill in Douglas but the belt would not drive in the wet. Guess who had to get out and push!! Another time I had my 1936 Chater-Lea with Box AA (Automobile Association) Sidecar. A very slow and underpowered 545 CC side valve (fixed head) engine. Already on low compression, the AA fitted extra low comp pistons so that their scouts (Road Patrol Officers) would not travel too fast! I was proceeding along the Promenade in Douglas when there was an awesome grinding noise and I came to an abrupt stop in the middle of the road. The 3 speed Albion gears had split and deposited a huge dollop of mixed grease and oil on the bitumen. I had nothing to clear up the mess and to this day wonder who might have come to grief as a result. The number of bikes on the Island was amazing. I recall seeing a very rare Vauxhall 4 cyl at one time. The Manx people made us most welcome at a time when Motor Cyclists were not



popular on the mainland. I am told there were more pedestrian accident after the TT when the Bicycle Races were on as folk didn't hear them coming! Laxey Water Wheel was awesome but not in working order in my time. I believe it I now fully restored. I often wonder if the giant Cuckoo Clock is still in the Pub at Thoty-Will (not sure of correct spelling). Good memories and happy times despite break downs. I recommend anybody to go. It is a unique experience to see, courageous riders racing on public roads.

*David Main*

## **Numb Bums and Oil Leaks**

*By Adrian White*

We'd decided a long weekend away on the bikes would be a suitable antidote to several weeks of hard slog at work, Margaret River appealed if we could find affordable accommodation. Luckily a new motel just out of town offered good deals, we had a nice ride down and the motel was all it was claimed to be. Town was only a fifteen minute walk so we didn't use the bikes. After a really relaxing sunny weekend, "just what the doctor ordered," time to head home so on went the riding gear and we picked up our helmets from just inside the door, Sheryl dropping hers along with a few unprintable words.

"What's wrong?" I asked. "It's full of bloody ants, that's what!" and indeed it was, hundreds of the little sods seemingly enjoying the perfume and the salt. We noticed tapping the helmet always enticed a few out so we borrowed the motel vacuum cleaner spending almost half an hour tapping and sucking up ants. A helmet contains heaps of hidey holes, finally none emerged after repeated tapping so without much confidence Sheryl slowly donned the helmet. Our technique was good, not a single bite all the way home.

My first attempt at jumping a motor cycle over a rise should have perhaps had me wondering whether or not I had any natural ability on such a machine. Best friend Paul on his 197cc Francis Barnett scrambler was truly a natural and made it look so easy so when he asked "want a go?" I didn't hesitate. We were in a well grassed paddock with a perfect hump to give the bike plenty of air. Totally unprepared I wound the bike up to good pace, hit the jump, and for some reason and when so doing I leaped off the footrests, the bike was then on the down side of the rise so I did a handstand on, then immediately off, the bars and bike, somehow I landed face down in front of the machine which promptly ran me over.

The very interested spectators didn't know should they laugh or cry. Courtesy of nice grass and rubber tyres I was able to join their laughter once my knees stopped shaking. I was lucky in this. The previous weekend, Paul and a few others had conducted an impromptu and highly illegal long jump contest over the very raised railway embankment crossing suburban Norman's Road, which was tar sealed. Had I been there I might well have "had a go." Yikes!

The Caversham motor racing circuit, now the subject of many fond memories, had not kept pace with the development in motor racing technology, both in bikes and cars in the period 1946 to 1968, becoming dangerous for competitors and spectators alike. The issue of what to do about this was settled when in 1966, Department of Defence advised the W.A. Sporting Car Club, operators of the venue, their lease would not be renewed.

That Club must have had a super strong, active membership. The decision was made to take on the mammoth task of building a new circuit. 1968 Wanneroo Council and the State Government approved the current site as suitable for a new Motorsport venue. Later that year Club member Bernie Zampatti supplied knowledge, equipment and time, aided by a dedicated team of members and cleared the site. Readymix Asphalt, in 1969 sealed the track, allowing the first public meeting to be held, quite a significant occasion, the but all that was there was a track on a virtual desert. Until now the Sporting Car Club had funded the venture, aided greatly by their sponsors but infrastructure was essential so the Club issued repayable debentures, to members. Wanneroo Council stepped up to the plate guaranteeing a bank loan, repaid on time, and offered advice and machinery. By 1974 there were toilets, control tower, pits, grass areas, lunch bar, parking and all the requirements of an up to the minute facility and much activity in motor sport revelled in the track.

Demands of National and international events has seen a multitude of changes since those days. The start line and the pits were moved from the hill to their current iposition, more and more garages were needed along with toilets and pits. The final result, now, ranks with the best in Australia, a wonderful legacy for the W.A. Sporting Car Club. Following a fatal accident in 2016 the track was closed from motor cycle racing due to safety concerns in features of the circuit. Now rectified, the 50th Anniversary also marked the much anticipated return of motor cycles.

*Adrian insists this is not an April Fools Joke, so in all seriousness:* Alert on after-market clutch springs. Philip Bailey advises non-genuine clutch springs, wound the wrong way, are being supplied by certain parts suppliers, but he's not sure their names as he buys from several sources. These springs therefore fail to act as a spring washer, allowing your clutch to lose pressure on the plates.

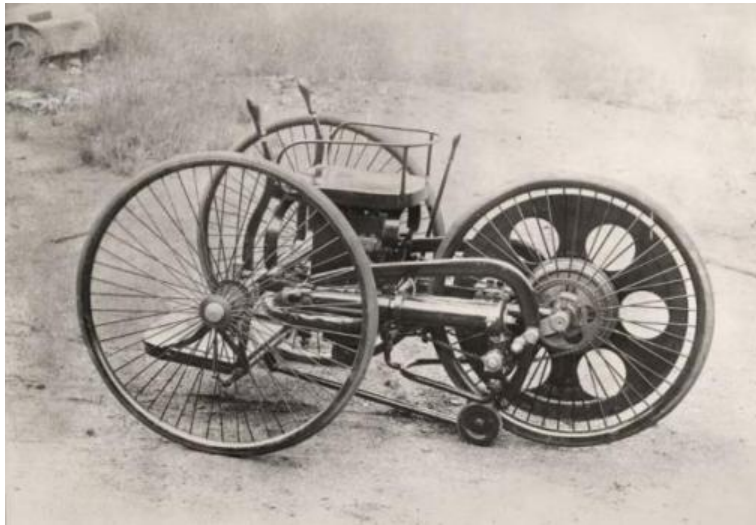




## THE DAYS OF THE PIONEERS – BY IXION (EDITED BY MB) – PART 1

### RED FLAG DAYS AND AFTER: EXPERIMENTS WITH PETROL-DRIVEN TWO- AND THREE-WHEELERS

THERE WERE BRAVE men in the last century. Brave enough to wear bushy side whiskers and long droopy moustaches; to love girls with ringlets and crinolines. But none brave enough to stick an engine on a penny-farthing bicycle. So, the Butler 'Petrol-cycle' (drawings shown at the 1884 Stanley Show) was a trike. Three largish wheels, with the driver seated between the front pair; two cylinders cuddling the back wheel – one on each side; coil ignition; float-fed carburetter; rotary valves; and a pedal which yanked the rear wheel up on two small side castors while you started up. Did it ever run? Possibly a few yards on private ground by 1887.



Butler

If it ran, Butler didn't like it, for he expended all the capital of his syndicate on building a Mark II, and then closed down. After all, with a 4mph limit and the expense of engaging a man with a red flag to trudge ahead of you, motor cycling could hardly be worthwhile. Germans suffered from no such tiresome restrictions, so when, in 1885, Gottlieb Daimler wished to try out an air-cooled engine, he had a brainwave. Why not mount the experimental engine on two wheels? Eventually, he felt quite pleased with the ultimate engine (a twin) and promptly built a four-wheel chassis for it, thus ranking as the ancestor of all those pseudo motor cyclists who 'vert to cars at the first possible moment. But Gottlieb built (and either rode or paid somebody else to ride) at least two motor bicycles. No money would induce me to ride either of them. They were just steel hobby horses with artillery wheels, and a line drawing of either of them is calculated to throw anybody into a cold sweat. Imagine the controls of his MkII. Its handlebar was coupled to the fork by a flat belt, and when this slipped you either couldn't go into a bend or couldn't come out of one. Should you, in these trying circumstances, elect to stop, you twisted the entire handlebar sharply. This manoeuvre tightened two cords, one of which (with luck) freed the engine by hauling a jockey pulley off the driving belt, while the other (again with luck) applied a shoe brake to the tyre of the rear wheel.



Hildebrand & Wolfmüller

British engineers viewed these foreign experiments with interest, jealousy or derision, as the case might be, but the red flag law made it useless for inventors to get busy in these islands, and the first essential was a campaign for legal reform. This battle was approaching victory in October 1895 when Sir David Salmons borrowed the Tunbridge Wells agricultural



showground for our first 'Great Horseless Carriage Exhibition'. Two motor cycles graced this event. The better of the two was a  $\frac{1}{2}$ hp De Dion tricycle scaling no more than 90lb; the other was a slightly heavier model on similar lines by the Gladiateur Company. Parliamentary opposition was now being overborne, and our engineers frenziedly studied Continental developments in readiness for the anticipated boom in society circles. In 1895 a German Hildebrand & Wolfmüller bicycle was demonstrated on the Coventry track by MJ Schulte. It had an open frame, with tank and batteries between the front down tubes, and its rear wheel was direct-driven by the conrods of a horizontal engine. It inspired Colonel Holden to bring out a water-cooled flat four of 3hp with hollow-cranked conrods, mounted on a cross-head, driving a tint back wheel direct. It was beautifully made, ran nicely at a fair speed, but was terribly unreliable. A number were sold between 1899 and 1902.

In 1896 the greatest engineering quack in history, EJ Pennington, landed from America and built a couple of motor bicycles for which he extorted £100,000 from credulous financiers and investors. The nation went crazy, expecting an instantaneous transformation of our whole transport system. One machine was a solo and the other a tandem. Both had twin-cylinder engines that projected horizontally astern of the rear wheel. There was no carburetter, and the fuel ran down inside a rear frame tube directly into the inlet pipe. The fuel was alleged to be paraffin, and its efficiency was ascribed to a "long mingling spark" invented by Pennington. This spark was actually an ordinary coil-ignition spark, the current being derived from dry cells and boosted by a coil. Pennington used a fake densimeter to persuade the credulous that his fuel was paraffin, whereas in fact it was the finest petrol. As the cylinders of his engines were plain steel tubes devoid of any finning and air-cooled, the marvel is that the machines ever ran at all. They were governed on the fuel feed, had a speed range of 8-30mph, and demonstrations were usually terminated by a failure of the contact-breaker spring.



Pennington

A weird period of financial buccaneering ensued. Personalities like HJ Lawson, Pennington and their satellites captured the popular imagination. Britain waited breathlessly for an immense output of cheap motor vehicles – cars, tricycles and bicycles, on which everybody was to tour at high speed, leaping rivers and hedges in their stride. Some of the financiers actually believed in these dreams and were fighting to secure the rights of all the successful Continental inventions. But actual manufacture moved very slowly.

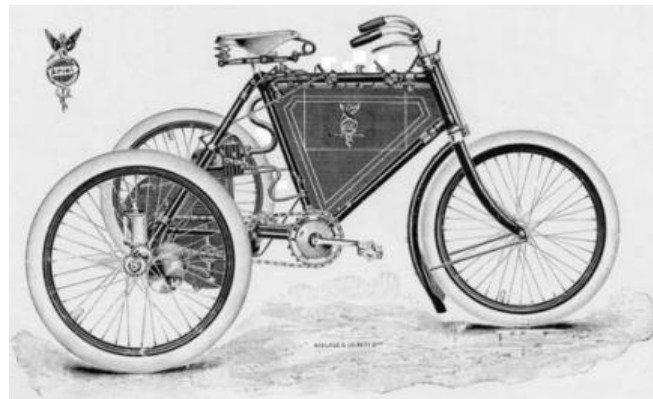


Accles

In 1896 Accles produced a British copy of the De Dion tricycle, but trouble was sustained with its dry-cell-cum-coil ignition, and instead of curing the trouble, the sponsors adopted 'tube ignition'. This consisted of a short platinum tube inserted through the wall of the combustion chamber; its outer end was heated by a small blowlamp resembling a primus stove. What with choking, blowing out and conflagrations, this ignition put a heavy brake on progress. In the same year the first Beeston tricycle appeared, followed by a two-seater quad. Two years later the same firm produced a  $1\frac{3}{4}$ hp chain-driven motor bicycle which could actually travel at 27mph.



In 1897 the famous Stanley Cycle Show staged several machines, including Humber and Beeston petrol motor cycles and a freak electric Humber tandem, deriving its energy from accumulators and designed for pacing cycle races. Anon the Coventry Motor Company produced several motor bicycles, propelled through a wooden engine pulley which drove the rear tyre by friction. Mrs De Veulle received a diamond ring from HJ Lawson as a reward for riding one of these dreadful machines from Coventry to London. But nothing could popularise motor bicycles at this epoch. What with difficult starting, gross unreliability, a one-speed engine devoid of any control for slow running, lack of power, no gears for hills, the risk of fire, bad tyres, extreme discomfort, and incessant trouble with dogs, horses and cattle, not to mention the eternal risk of skidding on the greasy roads of the period, even the most enthusiastic adventurer thought twice before he attempted a serious journey. The dawn of the real motor cycle era was thus postponed until about 1900, when motor tricycles of real utility began to appear on the market. The De Dion was freely imported, and a British edition was built under licence and called the MMC. The British Ariel, largely copied from the De Dion, was superior to it in workmanship and a great favourite. Its engine was in front of the axle, instead of behind it as on the De Dion, so the front wheel did not fly up when one hopped at the machine to get a start; and its gearing was encased (the naked gears of a De Dion could be heard at the range of a mile when they became worn).



Ariel

Some people towed their passengers in trailers, which were often wide, two-seater affairs of great comfort; others anchored the rear half of a ladies' bicycle to the rear axle; others again mounted a quad forecar in lieu of the front wheel. As soon as the tricycle became firmly established other firms entered the market – Enfield, Eadie, Allard, Dennis, Swift, etc. Presently FR Simms bought the rights to the Bosch low-tension magneto and adapted this form of ignition to a complete power unit built inside a small wheel which was employed as the rear wheel of a motor cycle and the front wheel of a tricycle. Miss Muriel Hind (later Mrs Lord) rode one of his open-framed machines for thousands of miles and did much to convince the country that motor bicycles possessed a future. As this machine (built by Singers) was blessed with a genuinely reliable ignition it was more reliable than most motor vehicles of the day, which found their Achilles heel in the ignition.



Singer



Werner

By 1900 some fifty concerns were turning out a small trickle of motor vehicles, the majority being three-wheelers. The year 1900 brought the epoch making Thousand Miles Trial which attracted eight motor cycle entries, viz, two Ariel trikes, one Ariel quad, one MMC trike, one (French) Empress trike, one Enfield quad (entered by Mr Edward Iliffe, now Lord Iliffe) and two French Werner motor bicycles. The bicycles did not actually start, but they turned the minds of the trade in a new direction. Odd as it seems today, the real value of this Werner was that it stereotyped belt drive. The belt, being of the twisted-hide pattern, was as bad a belt as could possibly be devised for the purpose and caused incessant trouble. But it eliminated the harshness characteristic of previous drives; it enabled machines to remain light; and if it open stopped the rider, he could always repair. This Werner was a terrible brute to ride. Carrying its engine high up over the front wheel, its top-heaviness provoked skidding of a virulence unknown today. Its tube ignition set fire to everything when the machine toppled over. At the best, one had to stop every dozen miles or so to pour oil from a bottle into the crank case; and its construction was so poor that it seldom achieved a ten-mile non-stop run. But its lightness and cheapness made us all realise the possibilities inherent in a type of motor cycle which had yet to be born. Experiment followed experiment in quick succession.

By 1903 the Werner brothers had evolved an improved model with the engine mounted low and centrally fed by a spray carburettor driven by a flat belt. Almost immediately afterwards the Excelsior people produced a really good machine with cycle fittings of

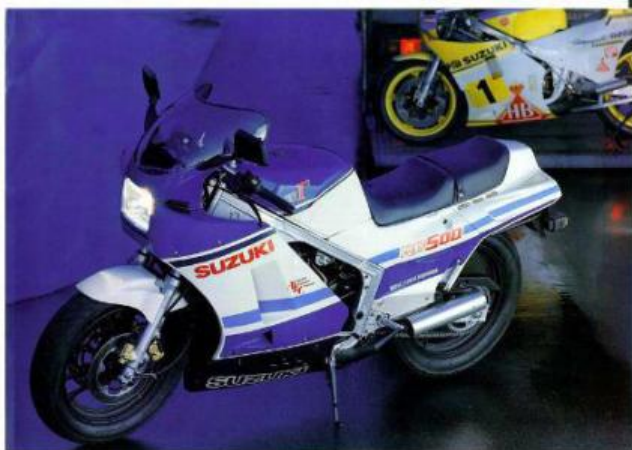


the finest British workmanship and fitted it with a 2¾hp MMC engine (copied from the De Dion) slung below the front down tube. Its tyres were too light and its single untrussed fork blades too weak, while the De Dion contact-breaker was tricky to adjust; but this machine was genuinely roadworthy. The writer drove one for 15,000 miles with practically no trouble apart from tyres and belts, after converting the ignition to a wipe-contact with trembler coil. Then came the Quadrant which operated its ignition, throttle control and compression release by means of a single lever. Motor cycling was now launched as a genuinely practical hobby and an economical method of transport.

#### **SUZUKI RG500 – RACE REPLICA FOR THE ROAD:**

‘The RG500 was a proper GP replica’ said Mat Oxley, the former TT winner and MCN road tester. The Suzuki RG500 "Gamma" was a two stroke sports bike that was produced by Suzuki from 1985 to 1987. It was directly inspired by the series of Suzuki RG 500 Grand Prix motorcycles. Like its GP forebearers, the road-going RG was powered by a naturally aspirated, water-cooled, rotary-valve inducted, twin crank square four two-stroke engine displacing some 498 cc. In 1974, Suzuki changed the face of 500cc Grand Prix racing forever with the launch of the square-four RG500. Not only did this bike herald the arrival of the large-capacity two-stroke GP bike, but it went on to win seven consecutive 500 GP constructors' championships, four world titles, 50 individual races, and allowed privateers to compete for GP glory on an equal footing with factory teams for the first time.

The Suzuki RG500 had the misfortune to be released in Australia at the same time of the market changing Suzuki GSXR750. Faced with a choice between a racey two-stroke 500 or a race styled 750 four stroke the market largely trumped for the larger machine, the price differential being marginal. It is said that the factory lost money on every RG500 sold. Not because it was a bad bike but because they were expensive to build and only a few thousand were made. Another factor was the Yamaha RG500 coming on the market at the same time. The RG500 was the better handling and performing machine but the Suzuki did not need the competition. The RG500 was more fun to ride than the Yamaha and handled better. It's performance was stunning but the GSXR was more versatile. Before long the RG500 was being offered new in the crate for \$3,999 in Perth. A bargain looking back now when RG500s are fetching a fancy premium as their collector status escalate. Hard to find now as many were pulled apart to put the motor in later RGV250 frames and the motor was used for racing as with a small amount of fettling it could perform close to its GP cousin. Kick myself that I didn't buy a half dozen at the time, mind you I didn't have the money, still don't! MB





# MOTORCYCLE CLASSIFIEDS

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**HANDLEBAR TOP CLAMP:** for 1956 Ariel Square 4 as shown in photo underneath the steering damper. Used on Ariel models VH, VG, VB and Square Four between 1956 and 1958 with the nacelle type headlight. Jeff Sanders 0411 750767 [sti22b@live.com.au](mailto:sti22b@live.com.au)

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-0-

A first-grade teacher, Ms Brooks, was having trouble with one of her more precocious students. The teacher asked, 'Harry, what exactly is your problem?' Harry answered, 'I'm too smart for the 1st grade. My sister is in the 3rd grade and I'm smarter than she is! I think I should be in the 3rd grade too!'

Ms. Brooks finally had enough. She took Harry to the principal's office. While Harry waited in the outer office, the teacher explained the situation to the principal. The principal told Ms. Brooks he would give the boy a test. If he failed to answer any of his questions he was to go back to the 1st grade and behave. She agreed. Harry was brought in and the conditions were explained to him and he happily agreed to take the test.

Principal: 'What is 3 x 3?' Harry: '9.'

Principal: 'What is 6 x 6?' Harry: '36.'

And so it went with every question the principal thought a bright 3rd grader should know. The principal looks at Ms. Brooks and tells her, 'Y'know I reckon Harry can go to the 3rd grade.' But Ms. Brooks is still skeptical of the little bugger and says to the principal, 'Not so fast, let me ask him a few questions..'

The principal and Harry both agree.

Ms. Brooks asks, 'What does a cow have four of that I have only two of?' Harry, after a moment: 'Legs..'

Ms Brooks: 'What is in your pants that you have but I do not have?'

The principal wondered why would she ask such a question! Harry replied: 'Pockets..!' to the Principal's great relief.....

Ms. Brooks: 'What does a dog do that a man steps into?' Harry: 'Pants.'

By now, the principal is sitting forward with his mouth hanging open..

Ms.. Brooks: 'What goes in hard and pink then comes out soft and sticky?'

Now the principal's eyes open really wide and before he could intervene, Harry replied, 'Bubble gum.'

Ms. Brooks: 'What does a man do standing up, a woman does sitting down and a dog does on three legs?' Harry: 'Shake hands.'

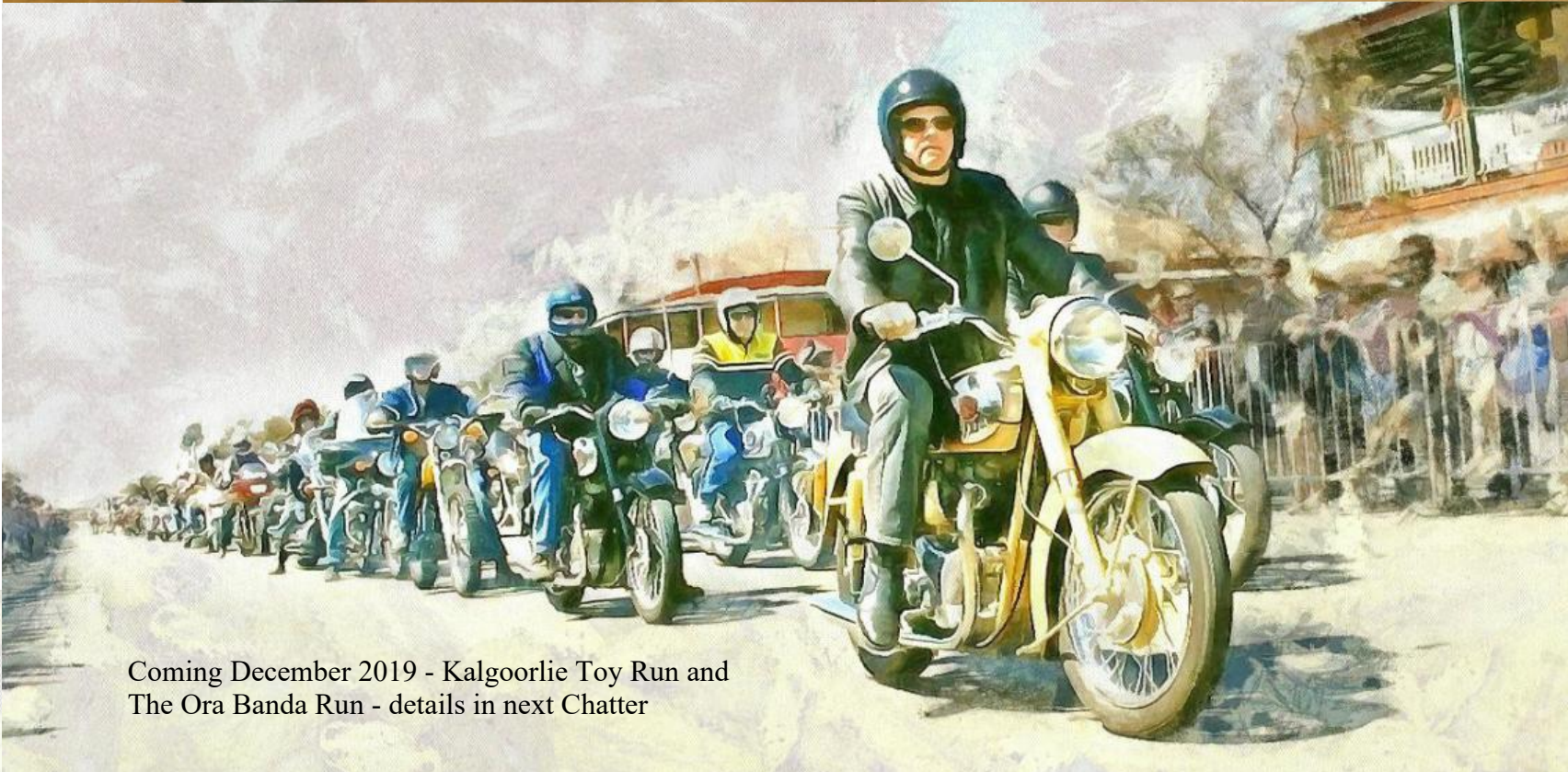
The principal is now trembling with apprehension as Ms. Brooks asks the last question.....

Ms. Brooks: 'What word starts with an 'F' and ends in 'K' and indicates a great deal of heat and excitement?' Harry: 'Firetruck.'

The principal breaths a huge sigh of relief and tells the teacher, "Put the little sod in 5th-Grade, I got the last seven questions wrong myself..."

*Courtesy - Richard Argus*





Coming December 2019 - Kalgoorlie Toy Run and  
The Ora Banda Run - details in next Chatter











# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE **AUG-SEP 2019**





# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## CLUB EXECUTIVE

**Chair:** Trevor Stephenson – 0402027946 [chair@vmccwa.com](mailto:chair@vmccwa.com)

**Deputy Chair:** Barry O'Byrne – 0418936254

[barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

**Secretary:** Nic Montagu – 0427171702 [secretary@vmccwa.com](mailto:secretary@vmccwa.com)

**Treasurer:** Jim Douglas - 94016763 [treasurer@vmccwa.com](mailto:treasurer@vmccwa.com)

**Communications:** Murray Barnard – 0434215665

[ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)

**General Committee Members:** Paul Peghini – 0419914303

[paul.fastrak@bigpond.com](mailto:paul.fastrak@bigpond.com), Les Vogiatzakis – 0488915103

[les@dgas.com.au](mailto:les@dgas.com.au), Richard Argus - 0418 934 550

[rargus@bigpond.com](mailto:rargus@bigpond.com), Stephen Hills – 0413678604

[steve.mag@icloud.com](mailto:steve.mag@icloud.com)

## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665

[ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,

6530, 0412280089, ([benner@iinet.net.au](mailto:benner@iinet.net.au)); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** Les Vogiatzakis – 0488915103

**Registrar:** Lat Fuller ([registrar@vmccwa.com](mailto:registrar@vmccwa.com)) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner

94934272 ([philskinner741@bigpond.com](mailto:philskinner741@bigpond.com))

**Dating Officer: Pre 1931:** Michael Rock – 0437999009

([michael.rock@iinet.net.au](mailto:michael.rock@iinet.net.au))

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617

([mvg50@bigpond.com](mailto:mvg50@bigpond.com))

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103

[les@dgas.com.au](mailto:les@dgas.com.au)

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections: Roger Bowen – Baldvis – 0438945403, Keith Weller – Bushmead – 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah – 0410000617, Colin Brazil – Warwick – 0437607067, Les Vogiatzakis – Dianella - 0488915103

## OFFICIALS

**Membership Secretary:** Mario Cudini – 0418212863

[membership@vmccwa.com](mailto:membership@vmccwa.com),

**Assistant Membership Secretary:** Mike Blake – 0404692425

[mikeblake@iinet.net.au](mailto:mikeblake@iinet.net.au)

**Event Coordinator:** Stephen Hills – 0413678604

**Welfare Officer:** Adrian White 0438335563

[sheryl\\_w1@bigpond.com](mailto:sheryl_w1@bigpond.com)

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Trophies:** vacant

**Invigilator:** Chris Davis

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508

(when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**PRE-31 SECTION:** Chair: Ian Brashaw – 0437640437, Secretary

Pre-31: Art Woldan – 93303264, Treasurer: Graham Coole –

94572557 (fees payable to BSB 016358 Acc 481977532)

**CLASSIC SECTION:** Coordinator - Jim Douglas 94016763

**POST 70 SECTION:** Chair and Events Organiser: Steve Hills –

0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com), Treasurer: Chris Davis –

[chris.davis1@iinet.net.au](mailto:chris.davis1@iinet.net.au) (fees payable to BSB 306133 Acc

0260192. Facebook page: [facebook.com/groups/vmccwapost70](https://facebook.com/groups/vmccwapost70)

**ALBANY SECTION:** Chair: Paul Armstrong – 0417051378

([patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com)), Albany Section Secretary: Roger

Bittner – 98446524 ([rokebit81@gmail.com](mailto:rokebit81@gmail.com))

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** [www.vmccwa.com](http://www.vmccwa.com)

**Facebook:** [facebook.com/groups/vmccwa](https://facebook.com/groups/vmccwa) (to view and post, you need to register on Facebook & then message web admin).

**THE VINTAGE CHATTER** is the official newsletter of the VMCC of WA (Inc) A0750092T. Copyright preserved except where stated. 2019. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Cut-off is for submissions is no later than 5pm on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.



Cover: Greg Eastwood at Lake Perkolilli 2014. Pic by Nic Montagu



# Coming Events

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meeting 3rd Monday of each month. 7.30pm at the Mayfair Lane 72 Outram Street West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm



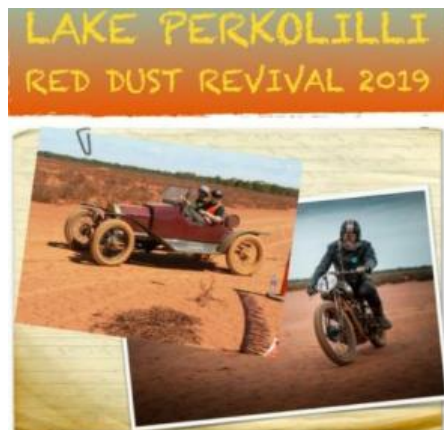
For the latest event details always look online at the Events Calendar: <http://vmccwa.com>

## APPROVED CLUB EVENTS –2019

<b>AUG 2019</b>	<b>1 AUGUST – MINDARIE AGED CARE CENTRE:</b> A Club run has been approved for Thursday 1 August 2019 to the Mindarie Aged Care Centre. The run is organised by Jim Douglas. Meet at Mullaloo Café Car park at 1.00pm. Please contact Jim for details - 94016763
	<b>4 AUGUST – MEET &amp; GREET NEW MEMBERS:</b> All VMCCWA members (and especially new members over the last 12 months) are invited to a BBQ and drinks (which will be provided) at the Club Unit in Maddington. This is a President's event. Address is Unit 4/4 Malcolm Rd Maddington. Start time 10am. Contact: Trevor Stephenson, 0402027946, <a href="mailto:membership@vmccwa.com">membership@vmccwa.com</a>
	<b>25 AUGUST – KEITH'S BBQ:</b> Keith is hosting a social event for VMCCWA members at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Guest speaker to be advised. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller – 92742476. Address: 122 Bushmead Rd Hazelmere.
<b>SEP 2019</b>	<b>31 AUGUST &amp; 1 SEPTEMBER - DAY BEFORE BEVERLEY &amp; BEVERLEY RE-ENACTMENT (PRE31 MACHINES ONLY):</b> See entry Form in this issue
	<b>12 – 16 SEPTEMBER - LAKE PERKOLILLI RED DUST REVIVAL:</b> The Lake Perkolilli Red Dust Revival will run from 12 to 16 September 2019. Online updates at: <a href="http://motoringpast.wordpress.com/lakeperkolilli-red-dust-revival-2019">motoringpast.wordpress.com/lakeperkolilli-red-dust-revival-2019</a> . The Lake Perkolilli Red Dust Revival 2019 has been created by car and motorbike enthusiast Greg Eastwood and Graeme Cocks to follow on from the 2014 Centenary of Speed. To enable



competitive motorcycle events on the claypan they have formed the Lake Perkolilli Motor Sport Club Inc. This will be the official club of the motorcycle competition. The historic motor car events will be conducted under the auspices of the Vintage Sports Car Club of Western Australia which is affiliated with the Confederation of Australian Motor Sport. Of course, anyone is welcome to enter the event and will automatically become a member of the very exclusive club of the claypan - The Lake Perkolilli Motor Sport Club - and have a badge on their bike or car to prove it! Email Graeme Cocks or Greg Eastwood at [perkolillimc@gmail.com](mailto:perkolillimc@gmail.com). Expression of interest forms are on their website. A number of VMCCWA members will be attending this event either as spectators or participants. A club run to be event is proposed. Contact: Richard Argus for details.



**22 SEPTEMBER – CHITTERING RUN:** Start Caltex S/Sth Toodyay Rd Stratton. Meet 9.00 am for a 9.30 start. Travel through Bullsbrook, Gidgegannup, Toodyay then the Chittering Valley to the Golden Grove Estate for Lunch. Make your own way home from here or travel in convoy with the back up via Gt Northern Hwy to the start point. Contact Steve Hills 0413678604

**29 SEPTEMBER – DGR:** See DGR website to register for the ride and start fund raising for men's health. Starting possibly at the Optus Stadium in Burswood. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

#### OCT 2019

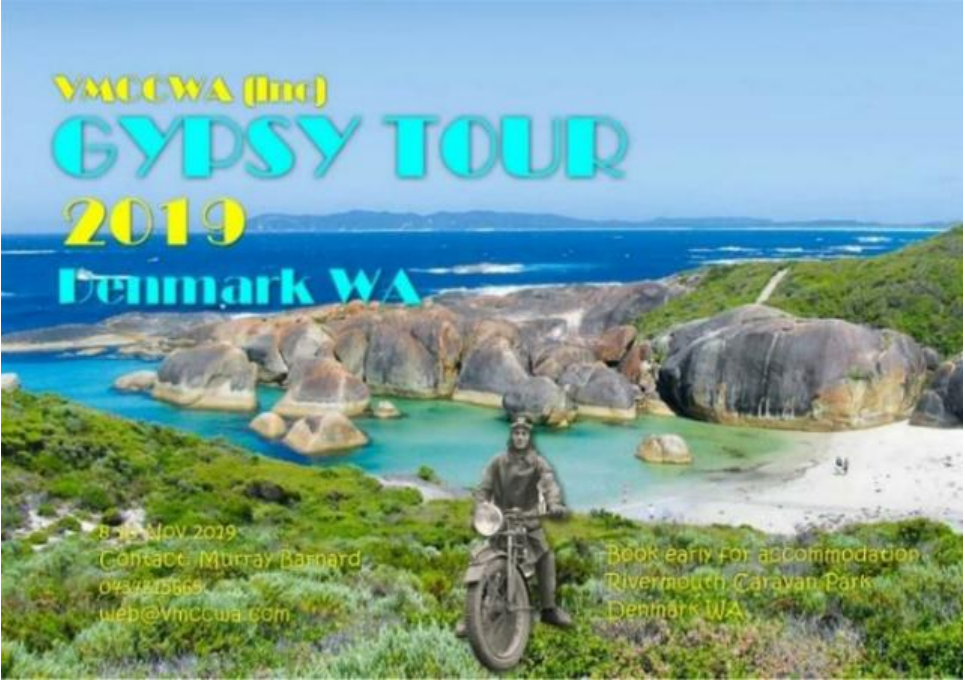
**5 - 6 OCTOBER - BUSSELTON 2 DAY RALLY:** closing date for entries is the Friday before. Entry Fee: \$20.00, make cheques payable to VMCC of WA. GROUPS: Veteran, Vintage, Post Vintage – Short Course: 40 TO 60 KPH: Groups: Vintage, Post Vintage – Long Course - 60 TO 75 KPH. **Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. **Note:** Help needed - if you can help with this event please let Barry O'Byrne know asap. Entry form enclosed with this Chatter. Contact: Barry O'Byrne, 0418936254, [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)



**11 OCTOBER – FRIDAY NITE RUN:** TBA. Contact: Stephen Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**20 OCTOBER – WA TT:** Details TBA. Contact: Stephen Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)



NOV 2019	<p><b>3 NOVEMBER – DAM EARLY RUN:</b> Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$3 for back-up plus \$5 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee. Contact: Chas Bayley, 94903345, <a href="mailto:chasbayley@hotmail.com">chasbayley@hotmail.com</a></p>
	<p><b>8 – 11 NOVEMBER GYPSY TOUR:</b> The <i>Gypsy Tour</i> is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run.</p> <p>There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run.</p> <p>Contact: Murray Barnard, 0434215665, <a href="mailto:ildottore@iinet.net.au">ildottore@iinet.net.au</a> to register interest.</p> 
	<p><b>24 NOVEMBER – XMAS BBQ:</b> Contact: Trevor Stephenson, 0402027946, <a href="mailto:membership@vmccwa.com">membership@vmccwa.com</a></p>
	<p><b>30 NOVEMBER – ALBANY SALVATION ARMY CHARITY RUN:</b> Organised by Albany Section of the VMCCWA, by enthusiasts for enthusiasts, fund raising for the Salvation Army. Contact Paul Armstrong, 98415038, mobile 0417051378, email, <a href="mailto:patnpaul2016@gmail.com">patnpaul2016@gmail.com</a></p>
DEC 2019	<p><b>1 DECEMBER – PETER GROUCOTT MEMORIAL RUN:</b> Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Contact: Roger Bowen 043845403, <a href="mailto:bowenswa@bigpond.com">bowenswa@bigpond.com</a></p>
	<p><b>1 DECEMBER – JOONDALUP TOY RUN:</b> Check Bike's Unlimited website for details</p>
	<p><b>5/8 DECEMBER - KALGOORLIE TOY RUN &amp; ORA BANDA RIDE:</b> Open road riding through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. Itinerary: Thursday 5th December - BBQ at the historic Union Hotel. Friday 6th December - We cruise to historic Ora Banda. Along the way we stop at Mt Charlotte reservoir, then pass by Paddington. Other stops at a Gnamma hole, and the Ora Banda cemetery, before a ride around the Ora Banda townsite. Then on the return leg; a Brodie Burger at the Broad Arrow Tavern. Onwards to Kalgoorlie and the Super Pit lookout. Then a visit to Ken Marshall's shed to view bikes, followed by the last stop to view a significant private collection of classic bikes. Evening concludes with a fine buffet at the Overland Motel. Saturday morning: we participate in the annual Toy Run between the twin towns of Boulder and Kalgoorlie. After we will travel west to Burbank's then back to</p>



Coolgardie and time to see historical buildings and sites. After lunch we head south to Kambalda. Those wishing to do the shorter leg return to Kalgoorlie. At Kambalda there will be a refreshment stop, then onwards to nearby Red Hill and the lookout over Lake Lefroy. Then the final leg to Kalgoorlie and the workshop. There is a special event planned for Saturday night to close Orabandon 2019. Sunday 8th December is St Barbara's Day; one of the major events in Kalgoorlie's calendar. St Barbara is the patron saint of miners, and Hannan Street is closed for parades of mining equipment. Worth seeing. Richard Argus can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com). [Please register interest with Richard.](#)



Event organizer, Richard Argus showing a picture of himself taken in 1959 at Ora Banda. (Pic: A Hobday)



Sadly for Richard the famous Ora Banda Pub went up in flames recently.

**26 DECEMBER – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-



11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)

### APPROVED CLUB EVENTS –2020

#### MAR 2020

**22 MARCH 2020 – VMCCWA OLD IRON CLASSIC MOTORCYCLE SHOW:** Cannington Showgrounds. Registration for the Club Display will be invited later in the year. Note the date now. See details online [vmccwa.com/classic](http://vmccwa.com/classic)

**ALBANY HILL CLIMB 2019:** The Albany hill climb is back on again this year after concerns regarding Police approval and insurance were resolved. The event will be held on 2nd & 3rd of November 2019. Applications will be submitted to have the display on Stirling Terrace on the Saturday and to include the poker run. Sunday will be the hill climb event on Marine Drive at Middleton Beach ( same as last year). Bob Whittingstall has been appointed as the co-ordinator for 2019 who some of you may already know and will commence duties immediately. Meanwhile you can contact these organisers: Bob Whittingstall on 0418 944 437, Bob Rees on 0428 915 556 or Garry Blake on 0409 294 060.

**VETERAN RALLY:** The Vintage Motor Cycle Club of Australia (NSW) Inc. is conducting a Veteran Only Rally on Friday 3 to Mon. 6 April 2020 at Cowra NSW. Details: Watch website [www.vmcnsw.org.au](http://www.vmcnsw.org.au) or email your expression of interest to: [info@vintagemotorcycleclubofaustralia.org.au](mailto:info@vintagemotorcycleclubofaustralia.org.au) Antony Gullick 0415 284 620

**NATIONAL HISTORIC ROAD RACING CHAMPIONSHIPS:** The Historic Motorcycle Nationals are to be held at the Collie Motorplex on 28/29 September 2019 on the new long circuit. Refer to HCMCWA for details.

#### VMCCWA REGALIA CURRENT PRICE LIST - MAY

**2019 - Regalia Officer - Andrew Hobday - 0411 358 428**

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10		



**VITA BREVIS:** Well, I have been out of things for the best part of 3 months and only now getting back into the throes of Club administration and activity. I have been out across the Great Central Road, through Alice and across the Top and back down the coast to home. The great Central Road is quite a challenge, especially if you take some diversions. It doesn't help to bust a spring 800kms out of Laverton and 800kms out of Alice. A block of wood and gaffer tape got us to Alice and a replacement spring. Still despite being otherwise detained I managed to get the last Chatter out and pulled most of this one together on the road, in between putting the tent up and sipping refreshments watching the setting sun amid flocks of squawking corellas. Peter Bennett kept an eye on some of the classifieds and Stephen Hills has been assisting with events details. Albany Section again excel in reporting their activity. There is lot coming up and we have a busy calendar. Especially those game enough to travel a few kms to enjoy some new scenery and social gatherings. The **Gypsy Tour** is on again in November. This event is a collegiate social event with a focus on building on the relationships within the Club and in particular with the Albany Section. A free BBQ is on offer so how could you miss it. December sees a new event on the calendar. The **Orabandon Run**. An opportunity to ride on new ground for many of us to the far reaches of the Goldfields. Richard Argus has a full social round planned for this weekend, so be sure to pencil it on your calendar. **Lake Perkolilli Red Dust Revival** picks up in September from where the 100 year Re-Enactment left off when flooding rain and mud stymied the event in 2014. A historic location, with loads of old cars and motorcycles kicking up dust on the claypan, it will make for a unique and fascinating weekend to spectate, officiate or participate in. Barry O'Byrne is busy working on the plans for the **Busselton Two Day** which has been a Club fixture for many a year. An easy and enjoyable event for machines of any capacity. Of course the **Old Iron Motorcycle Show** has an ambitious program for next year and the managing committee is working on that all ready. More on that in the next Chatter. *Murray Barnard*







## MINUTES OF THE VMCCWA MONTHLY MEETING – 5 JUNE 2019

Held at Wattle grove commencing at 8.00pm

Chairman: Trevor Stephenson, Secretary: Apologies, Treasurer: Jim Douglas

Members Attending: 58, Visitors: 1,

Apologies: John Laurance, Rob Rowe, Henry McKenna, Andrew Hobday, Nic Montagu, Murray Barnard

Microphone Usher: Noel S

Visitors (1) : Some prospective new members in attendance. Bob has some old superbikes + an old Fireblade. Ashby was doing up some BSA's.

Welfare Report: Adrian White: Ian Curtis responding to treatment and attended a post 70's event in a wheelchair. But remains in Fiona Stanley hospital for on-going treatment. Ron Chave and wife Trish are undergoing health problems.

Prospective New Members: The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member:

Bradley Keith Moir, Dean Harley Nicholls, Robert (bob) O'Leary, Nat Brazzalotto, Mark Horsting, George Corke, Paul Robert Smith, Gerald Antony Connolly, Jac Landuyt, Ian Lambert.

Minutes of Previous meetings: March & April 2019: Accepted Keith Weller, seconded Paul Peghini.

Presidents Report:

Please note general business is for discussion topics to do with the club after which we deal with bits and pieces if you are looking for parts.

Please note that the management committee will review changes to the club by-laws next committee night, if you wish to come along just let Nic (the secretary) know you are coming or talk to a committee member with your comments. The Management Committee night is 12<sup>th</sup> June 2019 at 4/4 Malcolm Road, Maddington.

I missed the café hop: feeling a bit off-colour but the pics on facebook were good.

A great time at the Arthur Grady day, where I saw a lovely NSU SuperMax, BSA bantam, Aerial Leader and a pressed steel BMW 250 single.

A poor show for the Gingin car day. Only 6 members were riding bikes and one of those broke down.

The club is looking for some volunteers to take on valuable work. Our CMC representative, John Moorehead will be standing down soon and we will need a replacement for Owen Page as the voting Invigilator. Les V asked to be considered for CMC and Paul P for Voting.

There remains a need for assistance with Chatter Editing, Web admin etc.

Secretary Report: Nil

Treasurers report:

We had a net loss in the month of \$4,910 mainly due to some large expenses for Insurance and the chatter costs. Details:

Trading Income: \$594

Trading Expenses: \$1853

Fees Income + Interest: \$849

Operating Expenses: \$4501

Net Profit: \$4.910

The full finance report available at the front desk.

To answer some questions from last month on the chatter costs, the following is pertinent; Number of chatters issued this financial year 7. Cost of chatter per person \$28.50 this year. Next years chatter costs will be reviewed based upon number to be issued and the likely expenditure. We do not seek to recover ALL the costs.

Events Past: Arthur Grady day was well attended and thanks to the Post 70 for providing the bbq. Harold had his old bikes on display with the Arthur Grady replica. Disappointing that the museum and Freo council had failed to advert the event which led to a poor turn-out of visitors. Most attendees enjoyed the day.

The Gingin car day was poorly attended by club members. A good ride through the Chittering valley. Some other club bikes on display (Norton Owners we think)

Events Future: Army Museum Run 9<sup>th</sup> June See Trevor Stephenson for details

16 June Pre-31 section Foundation day ride & Display Whiteman Park.

7<sup>th</sup> July – Midland Workshops display: Ride from Keith Wellers Place 122 Bushmead Rd, Hazelmere 10:00 start.

14<sup>th</sup> July- Girder Fork Run; See Harold Dewar for details

Old Peoples Visit: There will be a run during June to an Old Folks home in Mindarie. Likely to be mid-week with a time around 2 pm. Give names to Jim (treasurer) if you are interested

Other Reports:

Membership Report: All good

Library: Some book donations kindly received this month



Spares: New supply of oils now in. A collection of Bantam and Villiers parts were recently acquired. These are now on sale in the store.

Points Report: Points recently input and were then deleted by accident. These will be recovered.

Regalia: Andrew could not make the meeting due to flu. New bike badges now in.

CMC Rep: New issue of the CMC booklet on 404 dated May 2019. Will be published on our website but also available on CMC web. DoT have advised that the Protocol for 404 enquires is to first contact our Registrar or AIS examiner. If necessary, our club secretary can contact CMC Technical committee. John Moorehead our CMC rep will be standing down soon. He was given strong applause from the members for the work he has carried out diligently for many years.

General Business: Standby caretaker for the Unit will be Chris Davis while Andrew is away.

Bits and Pieces: Jim D asked if anyone knows the crank balance factor for a Norton Dominator 650.

Meeting Closed at 8:40pm

## **PRECIS OF JUNE 2019 MANAGEMENT COMMITTEE MINUTES:**

1. Changes to By-laws: Reviewed and will be revised following input from Members.
2. Old iron Classic motorcycle show 2020: Planning meeting to start in June 2019.
3. New Member applications approved; Bradley Moir, Dean Nicholls, Robert O'Leary, Nat Brazzalotto, Mark Horsting, George Corke, Paul Smith, Gerald Connolly, Jac Landuyt, Ian Lambert.
4. Approved new Ride to Old Folks Home in Mindarie, 1st August 2019.
5. Proposal to amalgamate "Single" and "Family" membership category into "Ordinary" membership, at no extra cost, approved.
6. CMC representation replacements to be Les Vogiatzakis and Paul Peghini. Thank you to John Moorehead for a job well done.

## **CMC NEWS**

### **NEW IMPORT RULES FOR OLD MOTOR VEHICLES**

In the past and up to December 2019 the importation of all vehicles has been governed by the Commonwealth's Motor Vehicle Standards Act 1989. The intention is that effective in December 2019 the new Road Vehicle Standards Act 2018 (RVSA) will be introduced. At this point in time it is proposed that there will be a 12-month transitional period during which arrangements will be in place allowing some approval holders to continue operating under the previous Act.

The draft of the new Act includes a Register of Approved Vehicle (RAV) for all imported vehicles. To be included in the RAV the vehicle must be fit for use on a public road. The concern is that for an imported classic/historic vehicle some restoration work may be required before it is approved for use on a public road under one of the concessional licence type arrangements in place in the Australian States or Territories.

The Australian Historic Motoring Federation (AHMF) and the Australian Historic Vehicle Interest Group (AHVIG) representing state bodies such as the CMC have discussed this matter with the Government Department. A non-RAV entry approval was sought for vehicles older than 25 years. At this point in time it is envisaged that the provisions in the Road Vehicle Standards Rules could allow a successful non-RAV entry import approval application for some older vehicles that are intended to be used under a State or Territory concessional type licensing scheme involving limited use.

### **AUTHORISED VEHICLE EXAMINERS**

CMC has released a list of DoT approved vehicle examiners. The list is printed on the back of the mailing sheet enclosed with the Chatter (digital copies include the list).

John Moorehead - CMC Delegate - 1st July 2019





# LIST OF AUTHORISED INSPECTION STATIONS AND VEHICLE EXAMINERS FOR THE EXAMINATION FOR CONCESSION CODE 404

Regional WA	AIS	Authorised Premises Telephone	Examiner
Vintage & Classic M/C Club	VV127L	Dowsetts Auto. Services Albany 6331 (08) 98418777	Colin Dowsett
Veteran Car Club G.Southern	VV185L	Club Rooms,Kitson Rd. Albany 6332 (08) 98447086	Phillip Astill
Indian Harley Club	VV180L	3 Forster St. Bunbury 6231 (08) 97211397	Ray Buck
Indian Harley Club		14 South West Hwy, Boyanup 6237 (08) 97315406	Murray Rudler
Veteran Car Club S.West	VV183I	L84 Mumery Cres. Bunbury 6231 (08) 97212361	Peter May
Veteran Car Club Goldfields	VV186L	44 Whitlock St.Kalgoorlie 6432 (08) 90931542	Alex Gallo
Tramac Vintage Tractors	VV173L	50 Ladywell St. Kenwick 6107 0428946934	Laurie Doncon
MGTC Owners Club	VV175L	3/77 Bickley Rd. Cannington 6107 0413045772	Colin Bonney
Veteran Car Club of WA	VV130L	205 Bailey Rd. Glen Forrest 6071 0431929684	David Reid
WA Omnibus Group	VV167	51 Albert St. Middle Swan 6056 0407924475	David Churn
Metropolitan Area	AIS	Authorised Premises	Examiner
Triumph Car Club of WA	VV138L	127 Blair Rd. Oakford 6053 (08) 93970962	Barrie Nelson
Veteran Car Club of WA	VV136L	53 Hennessy Av. Orelia 6167 (08) 94193149	Richard Beazley
Veteran Car Club of WA	VV134L	265 Hale Rd. Wattle Grove 6107 0457154440	Murray Lizatovich
Veteran Car Club of WA	VV134L	265 Hale Road Wattle Grove 6107 (08) 9252 1292	Phil Stockdale
Veteran Car Club of WA	VV288L	Motor Museum Whiteman Park 6068 0417189475	John McLean
Vintage Motor Cycle Club	VV128L	11/25 Hanson St Maddington 6109 (08) 94934272	Phil Skinner (see Note 5)

Note 1. The above examiners and authorised premises are appointed by the Department of Transport to examine for licensing purposes Concession Code 404 B class only.

Note 2. Vehicles being licensed for concession Code 404 Class B can also be examined at a DoT examination centre or at an Authorised Vehicle Examination centre. Motor vehicles from Jan. 1970 and motorcycles from July1975 not previously licensed in Australia can only be inspected at a DoT Authorised Examination Centre.

Note 3. An AIS with an L after the number indicates the premises is approved for the examination of light vehicles only, i.e. less than 4500kg GVM.

Note 4. Members of any Club approved for concession Code 404 Class B licensing may have their vehicles examined at the above authorised premises for initial concessional licensing. Prior arrangements must be made.

Note 5. VV128L AVE Phil Skinner. Motor Cycles only.

Issued by CMC

July 2019

Note: there is also a list of approved vehicle inspectors on the DoT website at <https://www.transport.wa.gov.au/licensing/get-a-vehicle-inspected.asp>



# PAST EVENTS

VMCCWA MOTORCYCLE SHOW & SWAP MEET IN OLD BIKE AUSTRALASIA – JULY 19 ISSUE

## Perth Vintage Motorcycle Club of WA Show and Swap Meet

• 24 March 2019 – Canning Showgrounds, Perth WA

## Show time in Perth

Report and photos Murray Barnard

The VMCCWA Show and Swap meeting, which has run since the 1980s, attracted the biggest crowd ever to check out any bargains but also to browse amongst the incredible collection of machines on display, some being amongst the rarest in Australia. The VMCCWA, with over 600 members, is a non-profit association, run by enthusiasts for enthusiasts and entirely dependent on volunteer members who donate their time and energy. Entry fees cover expenses and any excess is ploughed back into the next show or used to make charitable donations to community organisations. The club also conducts regular club runs, has a parts store and an extensive library for members.

The Motorcycle Show this year was a credit to the members with 130 displaying machines and close to 50 members volunteering on the day to manage the gates, catering, displays and directing traffic. The Show had a dedicated website and a Facebook page which kept club members and the public informed. The website carried detailed information panels on most of the machines on display. The Facebook page reached over 29,000 people which was a great result and a contributor to the success of the Show.

Machines on display ranged from a 1910 Norton to a 1996 Bimota. The Club values preservation, originality



ABOVE The main display. RIGHT 1960 31A Triumph 'Bathtub' for sale at the Swap Meet. BELOW BSA Spitfire up for grabs at the swap meet.

and a love of motorcycles. A range of machines, utilitarian, ordinary, sporting, touring or plain basic transport, conveyed a sense of history better than show ponies. The prize winners were chosen for their machine's uniqueness, public interest, historical value or pure thrill factor.

Next year the Club has plans to expand the show and is hoped that even more machines will be on display next year to beat this year's record turnout. ■



ABOVE Steve de Mol's XA Harley Davidson, a wartime copy of the German flat twin. Only a few hundred were ever made. Only two are in Australia.



## VMCCWA Show & Swap Judging Results

CLASS	RIDER	BIKE
Veteran and Vintage (up to 1930)	Lat Fuller	1917 Douglas 350
Post Vintage (1931-1950)	Joe Deol	1949 A7 BSA
Classic	Gary Tenardi	1956 HS Ariel
Post Classic	Sean Kullalea	1985 Honda VF1000F2
American/Harley-Davidson	Steve de Mol	
European	Keith Weller	1972 Benelli Super Sports 250
People's Choice	Bowe Wilson	1936 BMW R4





**MIDLAND WORKSHOPS - 7 JULY 19:** A great turnout at the Midland Workshops today. The machinery Preservation Club had things cranking, banging and knocking. There were plenty of interesting bikes, cars and the characters that fettled them. Thanks to Keith Weller for putting on morning tea for those that left from his house. Ralph Thomas informed me, it was one of the best events they had hosted. This is a shame given they have now been served their eviction notice as of October this year. *Pics by Stephen Hills*

**THE LAST HOORAH!** Dear WA Vintage Enthusiasts.... Well, what a great day we had yesterday at the MRW! The weather was kind to us albeit a cool start. We had most of the setting up already done, so all we had left to do, was set up the last minute displays and get the BBQ and kitchen areas sorted. Thanks once again for the Ladies for that feminine touch. Our earliest arrival was the 1952 Dennis Fire Engine, kindly displayed by the WA Vintage Fire Brigade Workshop. The VMCCWA riders started arriving just before ten and were displayed both inside and out. The vintage bikes as usual made a great display and are a credit to their owners. The Ulysses club also arrived and set up outside, again a splendid array of chrome and excellent paint jobs. Several Vintage Car Clubs arrived to add to our very busy outside display; these too were a great attraction. Many owners had their bonnets raised enabling enthusiasts to inspect engines. Inside the BBQ Team was soon busy supplying a queue of customers with hamburgers and



sausages. All food was served by donation only, and here I must thank all for their generosity. We had a big number of both Club and Members' engines running, plus other displays of working scale models; hand tools; book stall; blacksmithing and Automata. Our attendance was unprecedented at an Open Day, and very fitting for our last Hoorah in the present location. Many were asking where are we moving too? We did not have an answer, as we have not been made any offers. Many people were sympathetic to our situation and wished us good luck for a successful outcome. Many thanks must go to all who contributed to yesterday's success. I am sure you all enjoyed the day, the comradery between members was noticeable, which makes these events worthwhile. Disappointedly we only had one Politician, Donna Faragher MLA, pay us a visit despite invitations being sent to many, including City of Swan Councillors, some of whom had accepted. Is this an indication of the support we had hoped for? Tomorrow we have our "Greasy Gang" day and will get the place back to normal, and hopefully we will have some news after today's meeting at the Workshop. Have a nice day. *Ralph Thomas, President - Machinery Preservation Club of W.A.*





# ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events - 2019	Trailer Backup
August 11 <sup>th</sup>	Volunteer required	Required
September 8 <sup>th</sup>	Kevin's Spring Rally	Required
October 13 <sup>th</sup>	Richard Turpin's run	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com) or the section secretary, Roger Bittner, 98446524, email [rokebit81@gmail.com](mailto:rokebit81@gmail.com)

We had a pleasant surprise upon arriving at Nippers the other day. David Beeck was there on his Moto Guzzi. It is so good to see him back on a bike after the ordeal he has been through. For new members who are unaware, David was hit by a young guy in a car and badly injured on one of our runs to Denmark, he had to have multiple surgeries and recovery has been a slow process. So a very warm welcome back to you David.

**May Run:** The perfect weather attracted a good turnout for Bill Morrells run to Mike and Gloria Hylands place in Denmark. We stopped off at Youngs Siding to regroup, then on to Denmark, with Lloyd as road captain leading us. Awaiting us at the Hylands was a lovely morning tea, pies, cakes etc. They have an ideal set up for entertaining and we spent a pleasant hour or so of socialising. I know for a fact that Paul had a smashing time, because we all heard him. We watched the backup trailer arrive carrying one unfortunate occupant. After tea we rode around the inlet to the big pergola by Denmark bridge for lunch. A very popular location, we were lucky to have it all to ourselves, mainly due to it being ringed with warning tape, we sensibly ignored this and were never in any danger as we enjoyed a totally uninterrupted stay. Thank you to Mike and Gloria for their hospitality, to Bill for organising the run and Kevin for providing backup.

### Jasmin's Run ending at the Amity – June 2019.







**June 2019 Ride – Lloyd’s Run:** There were about 14 bikes and their riders who were optimistic enough to join Lloyd’s poker run, especially as it was postponed from the previous Sunday due to rain and this Sunday was threatening to be a repeat! But optimism has its rewards for those prepared to get out of their comfort zone; it ended up an enjoyable day for all of us. Yes there was a bit of short – lived drizzle to pass through on the way ( it is Albany after all! ) but no soakings. The bikes ranged from Ed’s ’54 BSA through to Jasmin’s Ninja and all others in between; no breakdowns to report although Lloyd’s Norton was earning itself a new name: a “NOT ON” as it cantankerously refused to cooperate, using its high compression pistons to advantage. It’s mood seemed to improve as the day wore on, thankfully for Lloyd! First stop was Young’s Siding for a regroup / socializing and a cuppa, then along South Coast Highway turning onto the Denbarker Rd, which tested out everyone’s suspensions until we turned onto Spencer Rd and across to Narrikup. The stop at Narrikup was bypassed in favour of direct to Mt Barker and FOOD! Lunch break at the town bakery went down well but all too soon it was time to hit the road through the beautiful Porongurups and down Chester Pass Rd to Baker’s Junction for our last stopover. I hear Ian’s Suzuki found the trip a bit tiring by this time and decided to lay down and have a rest; without consulting Ian! From there it was back to the clubhouse for a cuppa while Lloyd tallied up the winners. Arthur Wust, Bill Morrell and Richard Turpin were the lucky winners for ( in no particular order ) the best hand, the worst hand and the hand with the most 5’s. So thank you Lloyd for once again organizing an enjoyable ride and thank you Dave and Maxine for providing the (unused) backup. *Bernie*

**Albany Section committee for 2019/2020** Chairman, Paul Armstrong. Vice Chairman, Lou Anderson. Secretary, Roger Bittner. Vice secretary, Manfred Feichtinger. Treasurer, Kevin Palfrey. Librarian, Bernie Wolfe. Property manager, Bernie Wolfe. Scribe, Roger Bittner.

Ed Shekell (member number 191) as vice Chairman, chaired his last meeting in July. He has been actively involved in the section for many years, including 9 terms as Chairman. Ed has struggled with health problems for a while now and will take a break from committee involvement. He will continue to take part in club activities, hopefully for long into the future. Thank you Ed for your service to our section.





## Numb Bums and Oil Leaks

*Contributed by Adrian White*

### SOMETIMES, IT'S NOT JUST LUCK:

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks.

"Our B-17, the Tondelayo, was barraged by flak from Nazi antiaircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit.

Later, as I reflected on the miracle of a 20 millimetre shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple."

On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck. The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us.

A near-miracle, I thought. Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn. "He was told that the shells had been sent to our armourers to be defused. The armourers told him that our Intelligence Unit had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armourers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.

Empty?

Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marvelling. Translated, the note read:

"This is all we can do for you now..."

Extract from "Fall of the Fortresses" by Elmer Bendimer





## THE TWO-WHEELER'S RAPID PROGRESS – BY IXION (EDITED BY MURRAY BARNARD) – PART 2 A HOST OF DIFFERENT MAKES: HOW THE MOTOR CYCLING CLUB ASSISTED DEVELOPMENT: THE ADVENT OF BROOKLANDS AND THE TT RACES

BY 1901 THE MOTOR bicycle was firmly established, and the popularity of the motor tricycle dwindled. The present generation can revive these dead years by a comparison with the early phases of aviation, which closely resembled the pioneer years of motor cycling. Both periods display the exploitation of a new transport by novices. In both a host of petty makers produced a trickle of weird machines, faulty in design, and evincing no trace of standardisation. In both, the manufacturer hardly began to build unless and until he received a firm order. In both, the general public regarded the pioneers as a little crazy. Trouble was the rule rather than the exception. Belts slipped; forks broke; timing gears sheared; valves snapped in halves; tanks leaked; brakes went out of action. But still the enthusiasts persevered. There is no record of the annual output of machines in such years as 1901, 1902 and 1903; small as it was, it was divided between a great many builders, most of whom purchased their engines in France or Belgium, or shamelessly copied the more successful foreign engines. Some of the cycle factories produced one or two models of motor bicycles as sidelines. Other machines were erected by small assemblers, who often experienced extreme difficulty in keeping the broker's men at armed lengths, possibly extracting advance deposits from their customers wherewith to pay the first instalment on the components which were needed. There were a lot of different makes: Werner, Excelsior, Quadrant, Humber, Phelon and Moore, Pearson-Aster, Minerva, R and P, Bradshaw, Phoenix, Clement-Garrard, Raleigh, Enfield, Shaw, Singer, Chase, Ormonde, Kitto, Lawson, Triumph, Matchless, Hillman, Rex, Bat, Booth, FN and many others. The ranks were swollen by the surviving motor tricycles and by many now forgotten machines assembled from components by local cycle dealers, who put their own transfer on the tank and perhaps never turned out more than one machine which they failed to sell and kept perforce for their own riding.





The year 1903 proved decisive in the development of the motor bicycle. It did not usher in any boom in trade or any epoch-making novelties in design. But it saw the year-old Motor Cycling Club organise riders in the Metropolitan area and institute the first in a long series of road trials which were destined to identify the weak spots in design and construction, to convince engineers that a perfected machine could furnish cheap and reliable transport and to galvanise an embryo industry into life and power. Since no machines of this date could climb steep hills, thanks to undependable transmissions, low-powered, woolly engines, and the limitations of a single gear, the first tests were remarkably simple. The machines were assembled on a Saturday or Sunday at some point just clear of the London traffic, such as Redbourn, in Herts, and were set to cover fifty miles non-stop over a simple circuit. This short distance usually sufficed to eliminate most of the entry with some breakdown or other; but we learnt by our disasters. The distances were gradually extended. Each rider lasted longer as his experience ripened. By August the committee actually ventured to organise a 200-mile non-stop and a 'Happy Pair' competition was held for passenger models in October 1903 which produced ten entries – three forecars, three tandems and four trailers. Five of them completed 100 miles without a stop over a 25-mile course from Godstone (Surrey) to near Lewes, although two exceeded the allowed speed (17mph) and one was too slow (10mph). Thus encouraged, the MCC organised the first London to Edinburgh run in 1904 as a great national demonstration of the capacity of the new transport. Seventy entered, 46 started and 22 reached Edinburgh within 24 hours. Many of the failures were due to the crude lamps of the period. These were carried on brackets of the cycle type, with small gas generators under the burner, the gas flow being steadied by a small rubber bag in the lamp casing. This run was historic because Elyard Brown appeared at the start with a huge sheet-metal case on the carrier of his 3HP Ormonde containing no fewer than four 20Ah accumulators – probably the first serious attempt to apply electricity to this purpose. He duly reached Edinburgh by 10pm, although history does not record how many ampere-hours remained in the battery cells; the batteries of the period simply dripped paste off their plates under the vibration of motor cycling.

Later in the year the MCC endeavoured to rope provincial riders into the new enthusiasm, and the first club team trial was held on 27 August 1904. The premier award was The Motor Cycle Cup, and there were five club entries: Coventry, MCC, Peterborough, Guildford and the Southern MC. Marks were awarded at the rate of one for each mile covered without a stop, and the maximum possible was 600. Coventry scored 485, MCC 381½, Peterborough 245½, Guildford 202, and the poor Southern MC a beggarly 101½. These mileages, registered by the finest cracks of the day, afford a picturesque impression of reliability standards in 1904. Two riders in each team of six were compelled by the rules to drive some form of passenger vehicle, and an easy hill at Aynho, near Banbury, was responsible for some hefty pedalling and a great many lost marks.



Ixion (Rev. Basil H Davies) on the 3HP Triumph he rode in the 6 day trial in 1905



The year 1905 produced great advances. The high-tension magneto, coupled with improved sparking plugs, banished three-quarters of the ignition problems; reliability had never been possible with many feet of flimsy flex coupling a shoddy accumulator to a dubious coil, a rickety contact breaker and a dud plug. Transmission now displayed itself as the Achilles heel of the motor bicycle, but there was still much room for metallurgy to perfect engines. In this year the Triumph Company sought publicity for their new all-British 3hp machine by setting it to cover 200 miles a day for six days. It broke its frame near the end of the first essay but completed its task on a second attempt. Nevertheless, the rider used at least one exhaust valve daily, and the piston rings were so worn after 200 miles that there was no need to use the valve-lifter for starting purposes.

# THE WORLD'S RECORD

of Reliability Touring.

1279 miles in six consecutive days

Has just been successfully completed by MR. B. H. DAVIES on a

## TRIUMPH LIGHTWEIGHT

MOTOR BICYCLE, 3 H.P.

### Triumph other successes.

Auto Club's Open  
Hill Climb:  
Class I ... 1st.  
Class II... 2nd.  
Auto Cycle Club  
Members'  
Penalty Run:  
Non-stop.  
Motor Cycling  
Club's 200 Miles  
Non-stop Run:  
Non-stop.



### Triumph other successes.

Central  
Technical  
College  
Hill Climb:  
1st place.  
Motor Cycle  
Club's London  
to Edinburgh  
Run:  
Three Triumphs  
started.  
Three Triumphs  
finished.

Mr. Davies, an unmechanical amateur rider, toured 1,279 miles in six consecutive days, making an average of 200 odd miles a day, at a running cost of a farthing per mile. The machine had previously done 4,800 miles, including the London to Edinburgh twenty-four hours' run. The dead weight carried, including rider and kit, was fifteen stone. The tour was checked and verified by an official timekeeper, Mr. D. K. Hall.

Price, 3 h.p.	....	....	....	....	£43.
"	(with magneto)	....	....	....	£50.
"	2½ h.p.	....	....	....	£30.

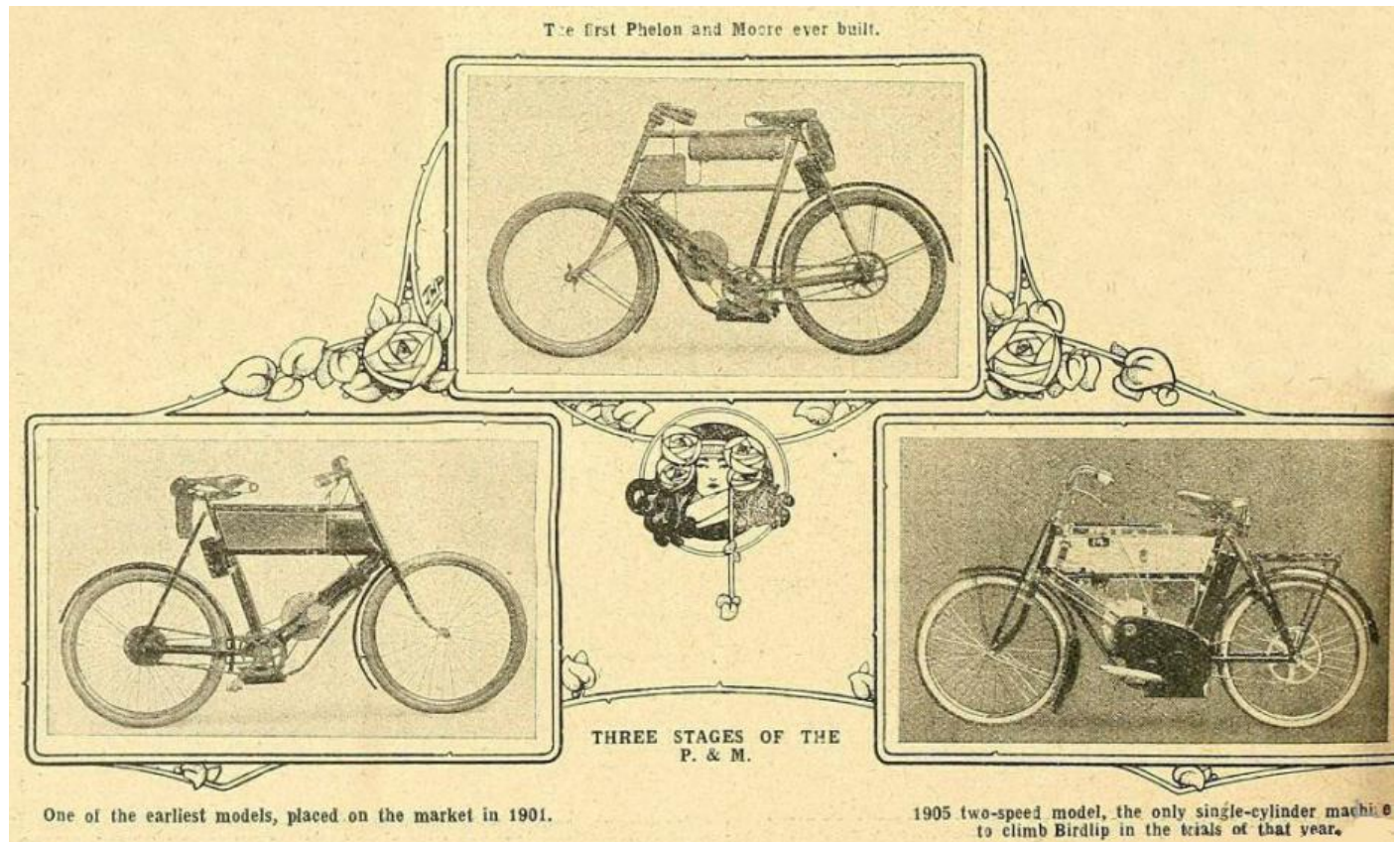
Art catalogue, with riding hints, post free.

## TRIUMPH CYCLE COMPANY, LIMITED, COVENTRY.

Established 1885.



The Auto Cycle Club was beginning to wrest the reins of development from the MCC, and in 1905 it organised a 750-mile Six Days Trial. Thirty-one machines started, 21 finished and six earned gold medals. Greatly courageous, the organisers included the ascent of Birdlip Hill. Three machines climbed it under power. One was a single-gear 5hp Ariel, which was forced up the long ascent by a determined rider with super leg muscles. The other two were prophetic – both were two-speed Phelon and Moore machines with chain drive. The gear consisted of double primary chains and sprockets operated by tiny metal clutches on the countershaft, and goggle-eyed men, lying purple-faced and panting by the hedges half-way up Birdlip, stared incredulously at the machines as they climbed steadily under their own power.



A further advance in reliability was seen in 1906. Motor cycles were fair timekeepers provided they encountered tolerable weather and were given easy roads. The MCC actually dared to offer the Schulte Trophy for ride from London to Edinburgh and back—800 miles of easy going. Eleven out of 12 aspirants completed the double journey. Passenger machines were still extremely uncertain – only four of 15 starters in this class covered the 400 miles to Edinburgh. In this same summer the ACC ran its Six Days Trial over the Land's End-John o' Groats course. It secured 73 entries, but only 13 managed to average 15mph over the classic route, and several of the machines that finished were mechanical wrecks. Any intelligent student of the record up to this point would remark that a severe racing programme was required in order to provide metallurgical and other data for a better power output and loftier standards or reliability. Hitherto, the value of high-speed tests had not been realised. In the earliest days, primitive motor cycles of freak design and high power had been employed to pace cyclists on their tracks, but these racing machines were monstrosities with no kinship to road models. As far back as 1904 the French Club offered a cup for an international road race, but its stipulations imposed a maximum weight limit of 108½lb, which neutralised any influence it might otherwise have exerted on tourist machines. Our entry was a fiasco. Similar rules held for 1905, when 19 British machines contested a Manx eliminating trial to select our team of three riders. Most of these machines were big-twins, scaling inside the set weight of 108½lb, and all of them were ridiculous.

The industry realised the folly of such regulations and in 1906 only five machines entered for the team-choosing tests at Knowsley Park. But we were learning our lesson, and 1907 was to prove a real landmark. It witnessed the opening of Brooklands Track and the organisation of the first Tourist Trophy races in the Isle of Man. The word 'tourist' should be underlined, for it identifies the original value of these races. In conjunction with Brooklands they provided a laboratory where any manufacturer could obtain any desired data both about the methods of extracting horsepower from a given cylinder capacity and of instilling genuine stamina into his products. An amusing incident illustrates this point. A manufacturer of the assembler type found his sales impaired by a rival who used the same brand of engine, the 'X'. An inventor brought down another engine, the 'Y', which easily beat the 'X' up the works' test hill. The manufacturer was on the verge of contracting for 1,000 'Y' engines when his chief engineer asked permission to contrast the two engines at Brooklands. On the track engine 'Y' was far slower than engine 'X' and died away in a lap or two.



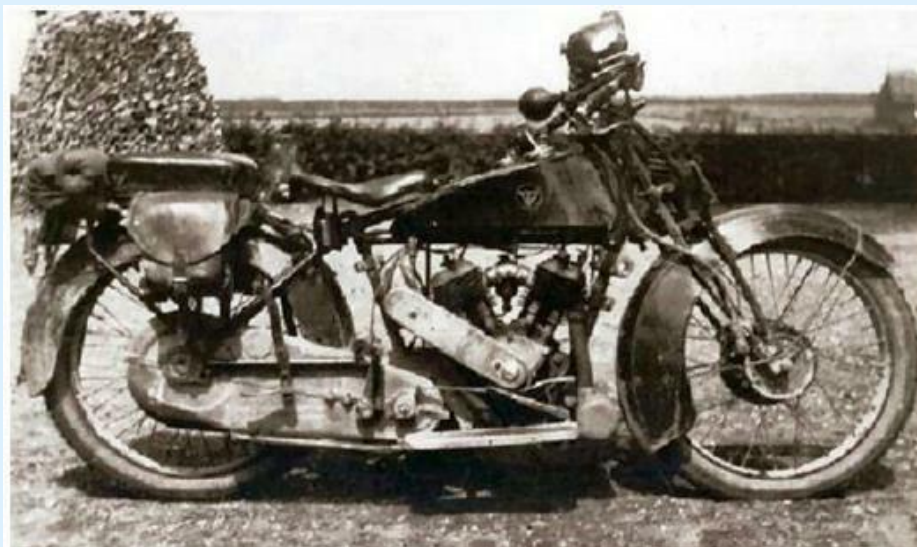


# WHEN MOTORCYCLE MANUFACTURERS LOSE THEIR HEAD!

1. **ENOCH THULIN** was a Swedish aviation pioneer. In 1914 he flew from Malmö to Stockholm in 4 hours and 17 minutes nonstop, a distance approaching 500 kilometres. In 1915 he founded AB Enoch Thulins aeroflygplanfabrik in Landskrona - later named AB Thulinverken - and also established an aviation school in Ljungbyhed. Thulin's was killed in a graphically horrific aviation accident<sup>1</sup> in 1919, (reports of the crash which killed Enoch Thulin suggest that his head was detached and bounced along like a football. It was later determined that he had entered a spin from which, at the time, there was no method of recovery). His firm built three different models of motorcycle: The MC I was a longitudinal 1000cc horizontally opposed twin which made its first appearance early in 1920.



This was followed a few months later with the MC II, a 570cc V-Twin.



In 1923 the MC III was presented, powered by a 350cc single. All engines were of side valve configuration. The last motorcycles were built in 1925.





**2. LANDRU** was born in Paris. After leaving school, he spent four years in the French Army from 1887 to 1891, and afterwards had a sexual relationship with his cousin, who bore him a daughter. They wed two years later, and had three more children. Henri-Desire Landru designed in 1899 a motorcycle which was also able to be converted into a tricycle. Then, in a patent of June 1900, he launched this model equipped with a 198cc Renouard engine (60mm of bore for 70 of stroke) with a spraying carburettor.



After being swindled by his employer, he turned to fraud himself, often swindling elderly widows; he was sentenced to two years' imprisonment in 1900, the first of several such convictions. By 1914, Landru was estranged from his wife and working as a second-hand furniture dealer. Landru began to run lonely hearts advertisements in Paris newspapers (for example, "Widower with two children, aged 43, with comfortable income, serious and moving in good society, desires to meet widow with a view to matrimony"). Because of World War I there were plenty of widows upon whom he could prey. He would seduce women, gain access to their assets, then kill them and burn their dismembered bodies. Between 1914 and 1919 he killed ten women and the teenage son of one of them. The police did not connect the disappearance of these women, as Landru used a wide variety of aliases in his schemes. He kept a ledger listing the particular alias he used when corresponding with each woman.



In 1919, the sister of one of Landru's victims attempted to track him down. She did not know Landru's real name but she knew his appearance and where he lived, and she eventually persuaded the police to arrest him. Initially, Landru was charged only with embezzlement. He refused to talk to the police, and with no bodies (police dug up his garden without result), there was seemingly insufficient evidence for a murder charge. However, police did eventually find fragmentary paperwork listing the missing women, and combining this with other documents provided the necessary evidence.

Landru stood trial on 11 counts of murder in November 1921. He was convicted on all counts, sentenced to death, and guillotined three months later in Versailles. His severed head is on display in the Museum of Death in California.



**SHED FIND: bits & pieces** – Whilst rambling the Outback sighted these surviving parts, Mortlocks badge on one frame. Giralia Station owner didn't seem that keen to sell however! *Murray Barnard*



**GWALIA:** Seen at the at old mine site.





## OLD IRON - MOTORCYCLE DISPLAY - March 2020

The Club Motorcycle Display is being planned as we speak and the theme is 100 years of motorcycles in Australia (i.e. 1896 to out cut-off period which is 1995 in 2020). Again the club is seeking club eligible machines for display. Similar to last year we are looking at producing display boards which will provide information and photographs relevant to the machine on display. Because of the large amount of work involved in producing display boards the Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club.

To register machines for the display contact Murray Barnard via phone or email at 0434215665 or [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). Provide photos of your machine if possible. Minimum details required are:

Machine:

Make:

Model # or Name:

Date of manufacture:

Your name:

Phone #:

Eail:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. The earlier you register the better as this is a considerable workload for me. Please take the time to register as early as possible.



## Gypsy Tour 2019

Denmark and Albany: 8-11 Nov 2019





## 8 – 11 NOVEMBER GYPSY TOUR: PLEASE REGISTER INTEREST

The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. This is a collegiate Club Event aimed at building & maintaining relationships between City and Albany club members. Depart for Denmark from Perth on the Friday, return on the Monday. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark.

To help with catering and planning of the event, please register your interest now. Contact: Murray Barnard , 0434215665, or email [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). There is no entry fee.

Name: \_\_\_\_\_ Accompanied by: \_\_\_\_\_

Ph #: \_\_\_\_\_ Email: \_\_\_\_\_



The Beverley Re-enactment Run will be held on 1st September, starting from outside of the Beverley Hotel at 8.30 am, & finishing in Mundaring. This run is for Pre-31 'bikes only. The ' Day Before' will start at Karragullen at 1.30 pm, on Sat 31 Aug 2019.

### ENTRY FORM FOR BEVERLEY RE-ENACTMENT RIDE

Rider..... Phone No.....

Passenger..... Phone No.....

Address.....Post code.....

VMCCWA Membership No..... Email.....

Make & year of Machine..... Capacity.....

Solo/Outfit..... VMCC Machine No..... Rego No.....

Email address..... Is this the 'bike's 1st entry?....Y/N

Entry fee is \$20.00 (includes award bar, see below)

Payment: Cheques to VMCCWA Pre-31 Section, or

Money transfer: BSB 016-358 account 481977532 (add ID)

NOTE: All riders of vintage bikes who finish will receive a Beverley year bar. All riders of veteran bikes who, in the opinion of the organiser have made a substantial attempt to finish, will receive a Beverley year bar

Organiser Dave Weeks: 043 999 1584: [david.weeks1@bigpond.com](mailto:david.weeks1@bigpond.com)



## BUSSELTON TWO DAY RALLY - 5/6 October 2019 - ENTRY FORM

Closing Date For Entries: 1 October 2019

Name.....

Address..... Telephone: Home .....

Work ..... Membership No: ..... Make of Machine: .....

H.P. or C.C. .... Solo or Sidecar ..... Year of manufacture: .....

Club motorcycle ID. No. .... Reg Plate No. ....

Speed Category: (please nominate)

Short Course 40 to 60 kph: Veteran, Vintage, Post Vintage

Long Course 60 to 75 kph: Vintage, Post Vintage

Your preferred speed (between 40 and 75) ..... Course.....

Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered

Short Course: Veteran Vintage Two Stroke

Long Course: Vintage Post Vintage Sidecar

Conditions: Machines must be Club eligible with a current Licence and Roadworthy Certificate.

No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. Recommend you book a room at the Amaroo, ask for Derrick, and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.

**DECLARATION AND INDEMNITY:** I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club eligible and I hold the appropriate driver's license.

APPLICANT'S SIGNATURE .....

PASSENGER'S SIGNATURE .....

Mail Entries to: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108 or email to: [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

Entry Fee: \$20.00 Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.

**BANK TRANSFER** to Bank – B.O.Q. BSB – 126547 Acc – 21998733. You must include the following details on the bank transfer: 1. Account name – VMCC of WA, 2. Description – Busselton 2 Day 3. Message/ Reference – Your Name





# MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benrners@iinet.net.au](mailto:benrners@iinet.net.au)*

## FOR SALE:

### New:

**ARIEL 1929 500 TWIN PORT:** Almost complete for restoration. Rod Marriott 0407444618

**HONDA XL500:** No reg. Runs well. Rod Marriott 0407444618

**TRIUMPH 3T:** 1946 Ph Don 0478632159

**AJS 350:** 1948. Ph Don 0478632159

**HELMET:** Shark RSF3 Full Face, Black and White Graphics, Size 54 small, New, \$150. Keith 0473147482

**YAMAHA XS1100 & SIDECAR:** 1978, new valves, rings, cam chain & pads. Dusting side car frame & f/glass replica chair mounted. 8 mths full licence, \$9500 Keith Weller 92742476

**LICENCE PLATES:** I'm open to offers for the WA licence plates 1951 6T, taken from my 1951 Triumph 6T Thunderbird, and 56DBD, taken from my 1956 BSA DBD34 Gold Star, which has since been sold. Ian 0452500094



### Relisted:

**1974 TRIUMPH T150 TRIDENT:** 3cyl good all round condition some spares, also has two fuel tanks a bread box one which is fitted and also a round US model tank. On club license, \$13000 ono Mike ph95275806.

**TRIUMPH TROPHY 650CC** 1968. On Club license. Good condition and appearance \$8750. Rex 93549008

### Expiring:

**BSA W35-7, 500CC** Twin port, motorcycle, 4 speed, hand shift gears, full electrics, mag and dyno rebuilt, complete motor rebuild, new tyres, rims, spokes and

carby, completely restored, new paint, tank is all paint not pinstripes, a stunning rebuild. Contact Lloyd 0437 422 112



**HONDA 400 FOUR:** 1975 new tyres and timing chain \$8,000 ono good condition Phone 0898413040, 0427448889 Richard Turpin

## WANTED:

### New:

I am looking for the name and phone number of the gentleman who purchased 2 fibreglass moulds from me, for the manufacture of BSA Bantam Mudguards. I need to purchase some guards and have lost my Info book. Please phone Terry Germain (TAG) - 0419 554 735

Petrol tank for a 1957 Norton Dominator 99 (Model 77). I already have one for a Model 7 (which isn't right). Happy to swap (the model 7 tank plus a pair of used Dunlop WM2 rims), or pay your price. Thanks Rob Veitch 0456 219 181

### Relisted:

**BSA PARTS NEEDED:** for 1925 Round Tanker, Frame BR 9400 to BR 3100, Engine B24400 to 30900, 2 Speed gear box, Magie and Amac carbs x 2 and Parts for 1926 Wedge Tanker, I have frame, need everything else Pat Buckless 0409298017

**BIKE STARTER ROLLERS AND MOTOR.** Can be 12v or 240v. Must be semi portable for starting older bikes without electric starters. Happy to look at home made jobbies. Any help appreciated. Warren McEvoy # 1093 Contact 0487 799 007 or [wamce78@gmail.com](mailto:wamce78@gmail.com)

## SERVICES:

**SMALL ENGINEERING JOBS:** undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly

service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or re boring and resleeving. North of the River. Don Price 9304 3807

-o-

A man was sitting on the edge of the bed, watching his wife, who was looking at herself in the mirror. Since her birthday was not far off he asked what she'd like to have for her birthday.

'I'd like to be eight again', she replied, still looking in the mirror ...

On the morning of her Birthday, he arose early, made her a nice big bowl of Coco Pops, and then took her to Adventure World theme park. What a day! He put her on every ride in the park; the Death Slide, the Wall of Fear, the Screaming Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake.

Then it was off to a movie, popcorn, a soda pop, and her favourite candy, M&M's. What a fabulous adventure!

Finally she wobbled home with her husband and collapsed into bed exhausted.

He leaned over his wife with a big smile and lovingly asked, 'Well Dear, what was it like being eight again?

Her eyes slowly opened and her expression suddenly changed.

'I meant my dress size, you dipstick!!!!'

The moral of the story: Even when a man is listening, he is gonna get it wrong.

R. Argus



## 5 - 8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE: PLEASE REGISTER INTEREST

Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning.

**Itinerary: Thursday 5th December** - The tour kicks off in the evening, with a barbecue at the historic Union Hotel (within a stone's throw of the spot Paddy Hannan first found gold.

**Friday 6th December** - riding to start at 9.30. 150 kms will be covered during the day. We cruise to historic Ora Banda. Along the way we stop at Mt Charlotte reservoir, then pass by Paddington. Other stops at a Gnamma hole, and the Ora Banda cemetery, before a ride around the Ora Banda townsite. Then on the return leg; a Broadie Burger at the Broad Arrow Tavern. Onwards to Kalgoorlie and the Super Pit lookout. Guest speaker will be the mining engineer who designed the pit (a club member). Then a visit to Ken Marshall's shed to view bikes, followed by the last stop to view a significant private collection of classic bikes. All bikes back at the workshop by 4 pm. The evening concludes with a fine buffet at the Overland Motel.

**Saturday morning:** we participate in the annual Toy Run; 300 bikes do a 20 km loop between the twin towns of Boulder and Kalgoorlie cheered on through the streets. A toy donation goes to the Salvation Army Christmas appeal.

After we will ride 230 kms (there is an optional shorter leg of 140 kms) Our day starts at 8 am, assembling at the Boulder Loophole reserve as a club, and mingling with other riders. After the Toy Run its chocks away and we travel west to Burbank's then back to Coolgardie and time to see historical buildings and sites. After lunch we head south to Kambalda (71 km). Those wishing to do the shorter leg return to Kalgoorlie. At Kambalda there will be a refreshment stop, then onwards to nearby Red Hill and the lookout over Lake Lefroy. Then the final 60 km leg to Kalgoorlie and the workshop. There is a special event planned for Saturday night to close Orabandon 2019.

**Sunday 8th December** is St Barbara's Day; one of the major events in Kalgoorlie's calendar. St Barbara is the patron saint of miners, and Hannan Street is closed for parades of mining equipment. Worth seeing.

There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus. Richard can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)



To help with catering and planning of the event, please register your interest now. Contact: Richard Argus , 0418 934 550, or email [rargus@bigpond.com](mailto:rargus@bigpond.com). . There is no entry fee.

Name:

Accompanied by:

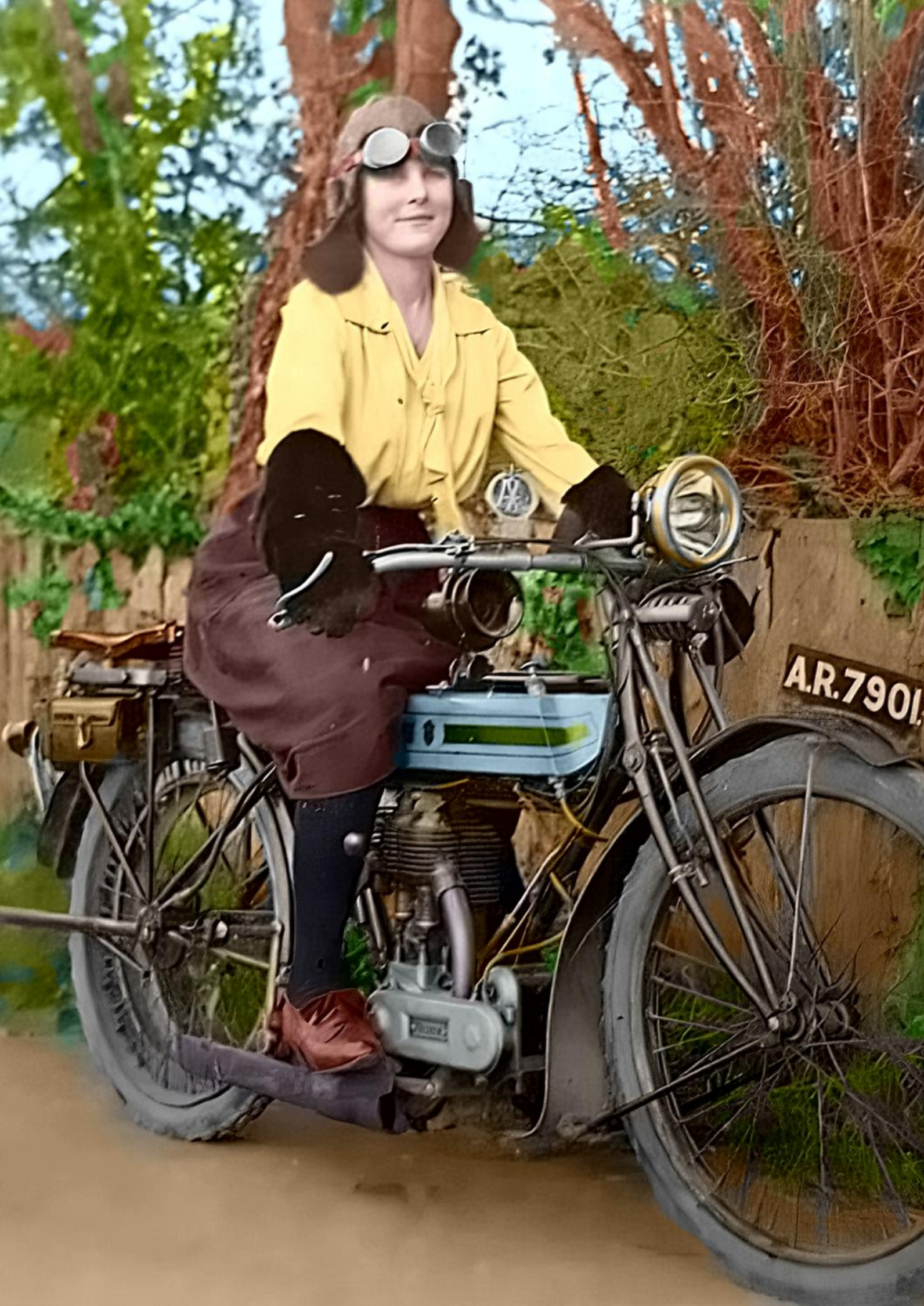
Ph #:

Email:

**Rear Cover:** 1921 photo of a Triumph 500. Number plate indicates the machine was from Norwich UK. Photo enhanced and coloured by Murray Barnard









THE VINTAGE MOTOR CYCLE CLUB OF W.A.



# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

SEP 2019



September Special Edition



# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## MANAGEMENT COMMITTEE

**Chair:** Barry O'Byrne – 0418936254

barryobyne2007@yahoo.com.au

**Deputy Chair:** vacant

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas – 94016763 treasurer@vmccwa.com

**Communications:** Murray Barnard – 0434215665

ildottore@iinet.net.au

**General Committee Members:** Paul Peghini – 0419914303

paul.fastrak@bigpond.com, Les Vogiatzakis – 0488915103

les@dgas.com.au, Richard Argus – 0418 934 550

rargus@bigpond.com, Stephen Hills – 0413678604

steve.mag@icloud.com

## WEB & PUBLISHING TEAM

**Webmaster, Chatter Editor, Publisher:** Murray Barnard –

0434215665 ildottore@iinet.net.au

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** Les Vogiatzakis – 0488915103

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1<sup>st</sup> Time Examiner and Concessional Licences:** Phil Skinner

94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009

(2iNet21.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617

(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103

les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections: Roger Bowen – Baldvis – 0438945403, Keith Weller – Bushmead – 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah – 0410000617, Colin Brazil – Warwick – 0437607067, Les Vogiatzakis – Dianella – 0488915103

## OFFICIALS

**Membership Secretary:** Mario Cudini – 0418212863

membership@vmccwa.com,

**Assistant Membership Secretary:** Mike Blake – 0404692425

mikeblake@iinet.net.au

**Event Coordinator:** Stephen Hills: 0413678604

steve.mag@icloud.com

**Welfare Officer:** Adrian White 0438335563

sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Invigilator:** Chris Davis

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**PRE-31 SECTION:** Chair: Ian Brashaw – 0437640437, Secretary

Pre-31: Art Woldan – 93303264, Treasurer: Graham Coole –

94572557 (fees payable to BSB 016358 Acc 481977532)

**CLASSIC SECTION:** Coordinator – Jim Douglas 94016763

**POST 70 SECTION:** Chair and Events Organiser: Steve Hills –

0413678604 steve.mag@icloud.com, Treasurer: Chris Davis –

chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc

0260192. Facebook page: facebook.com/groups/vmccwapost70

**ALBANY SECTION:** Chair: Paul Armstrong – 0417051378

(patnpaul2016@gmail.com), Albany Section Secretary: Roger

Bittner – 98446524 (rokebit81@gmail.com)

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc –**

21998733

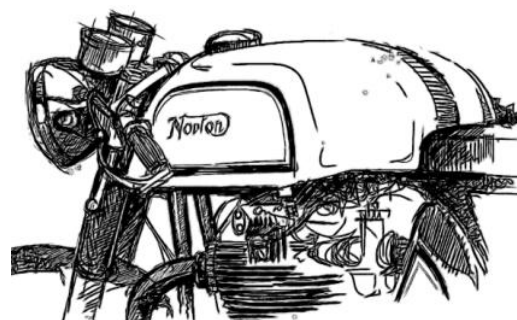
**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** [www.vmccwa.com](http://www.vmccwa.com)

**Facebook:** facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

**THE VINTAGE CHATTER** is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12<sup>th</sup> of each month. The impossible we do, miracles take longer.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.



**Cover:** Gerald Connolly sat out the trip home from the Meet & Greet on 4 August 2019 when his 1972 750 Norton Commando refused to play.





# Coming Events

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm  
**Pre-31 Section:** Meet every 4<sup>th</sup> Wednesday of the month. 8pm, 6 Hickey St Ardross.  
**Post 70'S Section:** Meeting 3<sup>rd</sup> Monday of each month. 7.30pm at Unit 4, 4 Malcolm St, Maddington  
**Albany Section** – 1<sup>st</sup> Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.  
**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm



For the latest event details always look online at the Events Calendar: <http://vmccwa.com>

## APPROVED CLUB EVENTS –2019

### AUG 2019

**25 AUGUST – KEITH'S BBQ:** Keith is hosting a social event for VMCCWA members at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Have a tricky bike problem, bring it along and see what the brains trust can come up with. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller – 92742476. Address: 122 Bushmead Rd Hazelmere.



*Pics by Nic Montagu*



**12/ 16 SEPTEMBER - LAKE PERKOLILLI RED DUST REVIVAL:** The Lake Perkolilli Red Dust Revival will run from 12 to 16 September 2019. Online updates at: [motoringpast.wordpress.com/lakeperkolilli-red-dust-revival-2019](http://motoringpast.wordpress.com/lakeperkolilli-red-dust-revival-2019). The Lake Perkolilli Red Dust Revival 2019 has been created by car and motorbike enthusiast Greg Eastwood and Graeme Cocks to follow on from the 2014 Centenary of Speed.

To enable competitive motorcycle events on the claypan they have formed the Lake Perkolilli Motor Sport Club Inc. This will be the official club of the motorcycle competition. The historic motor car events will be conducted under the auspices of the Vintage Sports Car Club of Western Australia which is affiliated with the Confederation of Australian Motor Sport. Of course, anyone is welcome to enter the event and will automatically become a member of the very exclusive club of the claypan - The Lake Perkolilli Motor Sport Club - and have a badge on their bike or car to prove it! Email Graeme Cocks or Greg Eastwood at [perkolillimc@gmail.com](mailto:perkolillimc@gmail.com). Expression of interest forms are on their website. A number of VMCCWA members will be attending this event either as spectators or participants. A club run to be event is proposed. Contact: Richard Argus for details.



*Pics by Nic Montagu*

**22 SEPTEMBER – CHITTERING RUN:** 22 September. Start Caltex S/Sth Toodyay Rd Stratton. Meet 9.00 am for a 9.30 start. Travel through Bullsbrook, Gidgegannup, Toodyay then the Chittering Valley to the Golden Grove Estate for Lunch. Make your own way home from here or travel in convoy with the back up via Gt Northern Hwy to the start point. Contact Steve Hills 0413678604



**29 SEPTEMBER – DGR:** See DGR website to register for the ride and start fund raising for men's health. Details TBA. Contact: Steve Hills 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)





**OCT 2019**

**5/ 6 OCTOBER - BUSSELTON 2 DAY RALLY:** Start at Wattle Grove Clubrooms Saturday 5<sup>th</sup>, gate open 7.30am and start leaving 8.30am. Return Sunday, gate open after 2.30pm.

Busselton 2 day is an iconic event for The VMCCWA and is worthy of your support as a member and M/C enthusiast. This event has a long history and has played a part in developing some of the legends of this club. The event was first run in 1972 with 45 entrants riding on veteran M/C starting from Armadale and overnight at Bunbury and return ride back to Armadale. Some members did their best to never miss the event with 1 member winning is section 13 times without a speedo to guide him. I look forward to your participation in this event.

We meet at the Ship Hotel Busselton at 5.00pm for pre-dinner drinks. Hotel which is opposite Bridgestone Tyres where the M/C stay overnight Most riders stay at the Busselton Motel ( formerly Amaroo Motel) starting from \$95.00/night - 08 9752 1544 or Ringtails (formerly Paradise) 08 9752 1200 starting from \$100.00/night. Accommodation to be privately booked in Busselton for Saturday night.

Closing date for entries is 1 October 2019. Entry form is enclosed with this Chatter Rally Entry Fee: \$20.00, make cheques payable to VMCC of WA.

GROUPS: Veteran, Vintage, Post Vintage – Short Course: 40 TO 60 KPH: Groups: Vintage, Post Vintage – Long Course - 60 TO 75 KPH.

**Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. .

**Note:** Help needed - if you can help with this event please let Barry O'Byrne know asap.

Contact: Barry O'Byrne, 0418936254, [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)



**11 OCTOBER – FRIDAY NITE RUN:** TBA. Contact: Stephen Hills 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)



**20 OCTOBER – WA TT:** Details TBA. Contact: Stephen Hills 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)

**NOV 2019**

**3 NOVEMBER – DAM EARLY RUN:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$3 for back-up plus \$5 which covers breakfast. Contact: Chas Bayley, 94903345, [chasbayley@hotmail.com](mailto:chasbayley@hotmail.com)







Dam Early Run

**8/ 11 NOVEMBER GYPSY TOUR:** The *Gypsy Tour* is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run.

There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour.

Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark.

Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run.

Contact: Murray Barnard & Albany Section, 0434215665, [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)



**24 NOVEMBER – XMAS BBQ:** Contact: TBA

**30 NOVEMBER – ALBANY SALVATION ARMY CHARITY RUN:** Organised by Albany Section of the VMCCWA, by enthusiasts for enthusiasts, fund raising for the Salvation Army. Contact Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com)



DEC 2019

**1 DECEMBER – PETER GROUCOTT MEMORIAL RUN:** Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Contact: Roger Bowen 043845403, [bowenswa@bigpond.com](mailto:bowenswa@bigpond.com)



**1 DECEMBER – JOONDALUP TOY RUN:** Check Bike's Unlimited website for details

**5/8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE:** Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All activities are optional. Come and go as you please.

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Itinerary:

Thursday 5th December - BBQ at the historic Union Hotel.

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Saturday morning 7 December: we participate in the annual Toy Run between the twin towns of Boulder and Kalgoorlie. After we will travel west to Burbank's then back to Coolgardie and time to see historical buildings and sites. After lunch we head south to Kambalda. Those wishing to do the shorter leg return to Kalgoorlie. At Kambalda there will be a refreshment stop, then onwards to nearby Red Hill and the lookout over Lake Lefroy. Then the final leg to Kalgoorlie and the workshop. There is a special event planned for Saturday night to close Orabandon 2019.

Sunday 8th December is St Barbara's Day; one of the major events in Kalgoorlie's calendar. St Barbara is the patron saint of miners, and Hannan Street is closed for parades of mining equipment. Worth seeing.

Richard Argus can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)





**26 DECEMBER – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)



#### APPROVED CLUB EVENTS –2020

**MAR 2020**

**22 MARCH 2020 – VMCCWA OLD IRON CLASSIC MOTORCYCLE SHOW:** Cannington Showgrounds. Registration for the Club Display will be invited later in the year. Note the date now. See details online [vmccwa.com/classic](http://vmccwa.com/classic)



**CLUB CHAIRMAN:** Trevor Stephenson provided his resignation, wef from 17 July 2019, as Chair of the VMCC of WA for reasons of health. Barry O'Byrne, as Vice President, has automatically assumed the position of Chair of the VMCC of WA as at 17 July 2019.

At a meeting of the Management Committee on 17 July 2019 Trevor expressed his wish to stand down as Chair. His wish was reluctantly accepted by the Committee who thanked him for his contribution to the Club in this and other roles over many years. The Managing Committee, and I am sure all members, wish him good health and a speedy recovery and recognise his solid contribution to the Club.

**NOTICE OF GENERAL MEETING – 4 SEPTEMBER 2019:** A General Meeting will be held on the 4<sup>th</sup> of September 2019 at the Wattle Grove Clubrooms commencing at 8p.m.

Amendments to Club by-laws will be put to the meeting. By-laws exist to help manage the Club, they serve to ensure the Club has control of its own affairs and can maintain the integrity of the Club objectives set in the Model Rules. The By-laws ensure the Club manages to achieve its objectives and not be deflected by vested interests, lobby groups or personal interests. By-laws need updating from time to time to reflect changing circumstances.

Most of the existing by-laws have been in force since the Club was formed in 1975. The last amendment to the By-Laws was on 1 Nov 2017. The proposed changes bring the By-laws up to date to reflect Association law and Department of Transport requirements. They also act to capture Club lore to protect the interests of members.

The amendments have arisen during a complete review of Club Rules and procedures. Please consider the amendments carefully, they are proposed to assist with good Club management and make the job of volunteers easier and less contentious.

Many of the existing by-laws are unchanged and only the proposed amendments to by-laws are shown below in green:



Suggested changes to By-Laws	Explanatory memorandum
<p><b>1.0 Code of Behaviour:</b> All members are to abide by the Associations Act, Club Rules, By-Laws and Procedural Instructions. At all times members are to treat each other with courtesy and respect. This behaviour extends to use of club facilities, services and privileges. Abuse of club officers and officials will not be tolerated. A member must at all times use their club machine in accordance with road courtesy and rules. A rider must have a current driver's licence for the class of bike being ridden. Breaches of the club "rules" will be addressed as discipline matters and can lead to suspension or dismissal from the Club. Any member found in breach of the Club Rules and by-laws will be ineligible to stand as a club officer, official or committee member.</p>	<p>To ensure &amp; maintain the integrity of the Club Management Committee the by-law has been reinforced to ensure that all committee members act with probity and with the best interests of the Club in mind at all times. The Committee has legal responsibilities to comply with, under the Associations Act, and any failure to meet requirements can lead to significant financial penalties. Conflict of interest is highlighted in the Act and also in the Rules.</p>
<p><b>4.0 Sections:</b> Sections will generally be geographic or motorcycle related interest groups. Sections and their direction and conduct will be determined by the Management Committee. Sections are intended to be informal in nature and not a "club within a club". Sections do not require a formal management structure. Where sections manage money, they must provide an annual financial statement, to the Club Treasurer, as section funds are accountable as club funds. Where section minutes are taken, they are to be provided to the Club Secretary.</p>	<p>Clarification of the role and purpose of Sections. They are not to be a "club within a Club." Interest group sections would ordinarily not have to replicate Club structures and should be social in nature. Section funds are Club funds and must be accounted for as such under the Associations Act.</p>
<p><b>10.0 Machine Eligibility:</b> Only machines older than 25 years, that meet Club eligibility requirements can be entered by members into approved Club events. Work orders can be issued by the Club whenever a club machine is considered to not meet club eligibility requirements or is unroadworthy. See 15.0 for more detail.</p>	<p>For decades the rules have insisted on club registered machines only on Club events. Times have changed and common practice has been not to enforce this rule. Common sense suggests flexibility in the use of machines be applied. Use by a member of any machine over 25 years old that meets club requirements is suggested.</p>
<p><b>11.0 Dating:</b> Consistent with By-Law 10.0. all members are encouraged to enter their Machines into the club database. Before the vehicle can be entered it must be dated. Any contentious matters may be referred to the Technical Sub-Committee and where necessary to the Management Committee. All machines must be authentic in appearance and comply with the "spirit of the times" as defined by the Management Committee.</p>	<p>Provision reinforces preference for Club members to ride Club machines. We can only protect 404 privilege for club members with machines registered in the Club.</p>
<p><b>12.0 Communications:</b> All minutes of meetings, whether at committee, sub-committee or section meetings will be made available for publication in the chatter in precis form. Information of a personal or confidential nature will be exempt from this requirement. The Club has a single channel for communication to all members and this is the Vintage Chatter. The Vintage Chatter is in two formats, one a paper magazine and secondly by electronic format. Members contact details for distribution of either format will always be kept confidential.</p>	<p>Clarification of the privacy requirements of the Associations Act. The provision is aimed at protecting home or email addresses of members and ensuring members do not receive club information from multiple sources i.e. to ensure mail and emails is from an approved source and to prevent post and email boxes from being swamped with unauthorised mail.</p>
<p><b>13.0 Concessional Licensing:</b> The Club is granted the authority by Department of Transport to support members with an application for concessional licensing under certain conditions. Applicants must be a financial member and must have their machine, (licensed or unlicensed), dated and inspected prior to seeking a concessional licence under the auspices of the club. A CMC1 form will be issued once all the Club and Department of Transport requirements are met. Authority to issue the CMC1 form will be delegated by the committee to manager responsible for 404 licensing compliance. If a member wishes to transfer their 404 registered motorcycle to another "Authorised Historic" club they may do so but the transfer advice to the VMCCWA, needs to be in writing.</p>	<p>DoT requirements have changed in the last few years and this provision reinforces the Department's strongly stated expectation that the Club will manage 404. The provision has been expanded to protect the 404 privilege and to ensure that the Club does not come in for criticism by the Department.</p>
<p><b>14.0 Conflict of Interest:</b> All club members must ensure that they observe the Associations Act with regard to conflict of Interest. If in any doubt bring your situation to the attention of the Committee. Severe penalties can be imposed if a member is found guilty of abusing this rule. In this regard, no VMCCWA Club officer or committee member is to be a member of a committee or an Officer of another approved motorcycling Club in Western Australia at the same time.</p>	<p>Association law is very particular about avoiding a conflict of interest particularly when it comes to the use of Club finances. This provision seeks to reinforce transparency when it comes to decision-making and to remove any doubt at all about whether the best interests of the Club are being preserved.</p>
<p><b>15.0 Approved Club Events:</b> 15.1 All Club Events must be approved and minuted by the VMCCWA Management Committee. This is to ensure we meet with DoT requirements for 404 licensing. To be an approved Club event, the activity must be open to all Club members and advertised to all club members in the Vintage Chatter prior to the event.</p>	<p>This has been Club practice since the Club was formed, however it has not been captured in the By-Laws.. The basic intent has been to protect the interest of members. It is largely self-explanatory i.e. all members must have the opportunity to attend a Club event. Thus, they must be advised of approved Club events in advance to have the opportunity to attend. Club events are open to all members.</p>



<p>15.2 No alternative or impromptu event is to be advertised to members on the same day or weekend of a Club Event without agreement of an approved event organiser and the Management Committee. Competing events on the same day will be discouraged.</p> <p>15.3 All members and visitors will be welcome to Club events. Other Clubs may join by invitation of Committee only.</p> <p>15.4 Club invitation rally's or events will be approved by committee and communicated in the Chatter.</p>	<p>Equally, event organisers put in a lot of work and effort to run an event. It is not appropriate to promote competing events at the same time.</p> <p>Lastly, Club events are for Club members. If other Clubs are to be invited to a Club event, then it must be advertised as an Invitation Event to comply with 404 requirements. Visitors are always welcome.</p>
<p><b>16.0 Club Database</b> The Club will maintain a database of information of members and motorcycles. Machines and members information will be stored as they are a perpetual historic record of bikes and members.</p>	<p>Accurate and up to date Club information is essential for efficient Club management.</p>

## SO WHAT CLUB RULES DO WE REALLY HAVE IN 2019?

In ascending order of importance, we have Rules, By-Laws and Procedures. Rules are set by Government in accord with the Associations Act. The Rules set mandatory requirements for Association Management Committees and not optional. By-Laws expand on the Rules and describe Club specific expectations. The By-Laws are consistent with the Act and Rules, they cannot conflict with the law. Procedures are administrative in nature and can be amended at any time by the Management Committee.

1. **Model Rules:** As an Association it is mandatory that we have the Model Rules, these are prescribed by law (which are designed to accommodate the legal requirements of over 17,000 associations in WA). This document describes our obligations arising from the *Associations Incorporation Act 2015*. The Model Rules prescribe the processes the management committee must follow e.g. in registering members, maintaining privacy, running meetings, electing officers, resolving disputes, ensuring natural justice, avoiding conflicts of interest, managing financial interests and ensuring probity. These are legal responsibilities and if abused the Club and individual members of the committee can be fined or face legal action. The rules bind the association and the members as an enforceable contract between them. The Model Rules can only be amended by a vote of 75% of members at a Special General Meeting. Amendments also require Departmental sign-off. The minimum matters that need to be dealt with in the rules are prescribed by the Act. The Club adopted the Government Model without amendment as it provides the best possible level of independent protection to members. Individuals or groups with vested interests have not influenced the Rules adopted. The Model Rules are largely of interest to the Management Committee as they govern the behaviour of the Committee and Club administration.
2. **By-Laws:** A by-law must be consistent with the Act, the Regulations and these rules. By-laws provide additional Club specific guidance to members on how the association will be managed and are generally reserved for more procedural or administrative matters e.g. club colours, event management, code of conduct, eligibility for official positions, etc. By-laws must be kept relevant & current. Amendment of By-laws is by a simple majority at a general meeting. They do not require submission to the governing Department.
3. **Administrative Procedures:** These are what they what they say. They are a guide to members and Club officials on how we will administer the Club to achieve our legal responsibilities and the Club objectives. They are flexible, subject to change and responsive to changing circumstances e.g. they capture membership classes, event management, role statements, meeting standing orders etc. Procedures are signed off by the Committee and can be readily amended to meet emerging circumstances or to meet the needs of members.
4. **Concessional Licensing:** 404 concessional licensing is a privilege which has been achieved by negotiation with Government by historic motoring Clubs and in place since the 60s. Basically nothing has changed in those regulations since, except the Department of Transport has recently become concerned about increased abuse of the privilege. The Department has made it clear that Clubs must manage the concession or lose it. The Club position is that we must tell you what the regulations require. Compliance is your problem. Ride outside the law and you are riding unlicensed and uninsured. To be clear about this, 404 is not a Club Rule it is law.

All the above documents are on the Club website and the Committee encourages everyone to become familiar with them. Ask the Secretary if you cannot access the web and need a copy.

**CONFLICT OF INTEREST:** Conflict of interest has been a topic of conversation recently and there is some misunderstanding of the requirements. Put simply it is a legal responsibility. Conflict of interest requirements primarily concern the Club Officers, and the general committee members, particularly in the handling of financial transactions. The Act requires the best interests of the Club to always be put forward thus there must never be a competing conflict of interest arising from the interests of another club or organization. Failure of the Committee to comply with the legal requirements can lead to severe penalties. The legal responsibilities are spelt out in the Guide to Incorporated Bodies which is on the Club website. To properly manage conflict of interest situations, the Government recommend that every association:



- Develop, publish and promote a policy for the identification and management of conflicts of interest. This should include guidance as to the types of conflict scenarios that might arise in the association and what an individual should do if they think they may be at risk of having a conflict.
- Ensure that individuals who serve on its committee/board or hold a key role in the association's management (for example a Chief Executive Officer or Manager) understand their obligations and responsibilities and receive training on how to recognise and respond to conflict of interest situations.
- Include the identification of potential conflicts of interest as an action item at each committee meeting (even if they rarely arise), and document any discussions and decisions in relation to conflicts of interest in the minutes of meetings.

The above was copied directly from <https://www.commerce.wa.gov.au/publications/identifying-and-managing-conflicts-interest>

## **MINUTES OF THE VMCCWA MONTHLY MEETING – 3RD JULY 2019**

Held at Wattle Grove commencing at 8.00 pm

Chairman: Trevor Stephenson, Secretary: Richard Argus (acting), Treasurer: Jim Douglas. Apologies: Nic Montagu, Murray Barnard, Colin Tie.

**Members Attending:** 55, Visitors: 1. Bruce Murray (from New Zealand).

New member Gerald Connolly was welcomed into the club. Member Bob Carey was attending for the first time. Bob started riding in 1971 on a Norton; owns a Harley and Triumph Thruxton.

Microphone Usher: Greg Eastman (a volunteer!).

**Welfare Report** (Adrian White): Ian Curtis is out of hospital, and slowly recovering. He welcomes visitors. Dennis Rogers has a long-term illness and is very sick. Bert Holmes is feeling better. Kevin Kerr recently lost his wife. Ron Chave and wife Trish are not traveling too well currently. Kevin Badby is ill at the moment but recovering.

**Prospective New Members:** The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member:

New member application – Christopher Penny, Dax Petley, Stephen Chaffer, Malcolm Cooke, Peter MacDonald.

Minutes of Previous meeting: June 2019: Acceptance of June meeting minutes was not voted on, as they had not published.

**Chairman's Report:** Members reminded that General Business is for club related discussion topics, such as proposed changes to the By-laws. Trevor had attended the Hot Rod Show, where Harold Dewar won an award for his 1913 Douglas. Update on next year's premier event; "Old Iron 2020:" A sub-committee has been formed, last day for bike registration will be advised closer to the event, catering to be in the smaller hall, the bikes to be sorted in a chronological order.

Some members are confused over what represents a conflict of interest. There have been a number of instances of this in the club in the last two years. The committee are working through the issues to provide a better understanding of conflict of interest and a policy that the club can run with in the future. Members are welcome to read the information provided by the department on their website.

### Secretary Report (by email):

We received a total of 6 responses / enquiry from members regarding the proposed by-laws. In consideration of this we decided to delay the voting of the proposed by-laws for further review. The review, so far has involved a member representing a the pre-31 section attending the committee meeting in which the wording and concept of each by-law was discussed. The committee will announce the further changes to the proposal once consultation has finished. The committee is currently engaged in conference with an official of the club. In all fairness to both parties, and respect to the set procedures the committee will not discuss this situation publicly until an outcome or resolution is reached. The committee is following rules outlined by the Association Act. Further notice will be given if required.

**Treasurers report:** We had a net profit in the month of just over \$1,000

Trading Income: \$3,447

Trading Expenses: \$1,548

Fees Income + Interest: \$611

Operating Expenses: \$1,506

The full finance report is available at the front desk.

### Discussion re spending profit from Old Iron event.

The committee recommended spending the \$12K profit from the and called for suggestions. Chris Davis; purchase a covered trailer for events hardware, or a lift for bikes being displayed by members. Jim Douglas: contribute to subscription to Paraplegic Society (insurance coverage) for each member (\$15 / member / annum). Also suggested major events could be subsidised. Greg Macham suggested funding a function for members (Xmas or a sit-down dinner). Adrian White put forward purchasing an English Wheel, spend money on preserving mechanical skills. Charles (from store) in response advised the car club has an English wheel; approach them for access. Art suggested purchasing WWII bike and donating to Fremantle Military Museum.

Old Iron2020: Richard Argus advised a sub-committee has been formed. The goal is to have a bigger event with 150 member's bikes displayed. The sub committee will be meeting as necessary (regularly) and welcome members willing to be involved and assist.

Orabandon2019: Richard Argus gave presentation on the event, scheduled from 6th – 7th December (arriving 5th December) in Kalgoorlie. It is a registered invitation event.

## **EVENTS**

### **Events Past:**

9th June - Army Museum Run; Bad weather resulted in a wet ride and the sole rider was Art. An impressive display at the Museum however.

16th June -Foundation Day Ride to Whiteman Park. Pre 31 section event. Organised by Dave Weeks; well supported with 23 attendees. Bikes were displayed and sausages were sizzled.

### **Events Future:**

7th July - Midland Workshop. By invitation.

14th July – Girder Fork Run; Pre 31 section event. 60 Kms round trip (suitable for veteran bikes) Any club eligible bike welcomed.; see Harold Dewar for details.

1st August – Run to Old Folks Home in Mindarie. Likely to be midweek 1.00 pm start from Mullaloo Tavern (Give names to Jim Douglas).

25th August – Barbeque at Keith Weller's house. 10 am start time.

1st September – Beverly Run Beverly Run. 8.00 – 8.30 start (new event?).

14th – 21st September Perkollili Event. Greg Eastwood spoke about this event. Enrolment required by 12th September if wishing to ride. The format consists of straight racing, Australian Pursuit (bikes at various points) and a 6 mile handicap (as per the original trophy). There will be 2 day's practice followed by 2 day's racing. There is free camping at the lake; water and food will be available. Eligible bikes must be pre-war (< 1940).

### **Other Reports:**

Membership Report: Mario Cudini – one new member application, and four rejoining members. Mike Blake – 600 financial members, The Post 70's section has 53 members.

Examiner's report: Phil Skinner – One inspection Stephen Hill Moto Guzzi V7 Sport

Dating report: 31 – 70 Maurice – one bike 1960 BSA (Ken Clark)

Dating Report: Post 70 Les Vogiatzakis – 4 bikes

Registrar's report Lat Fuller – 5 bikes put onto 404 licence.

Library: Ken Vincent – a few more books added to library. Barry has a book overdue.

Spares: Keith Weller – Going well, but looking for donations of parts.

Points Report: Trevor Stephenson – Club Person of the year yet to be decided; passed over to Nic Montagu.

CMC Report: Paul Perghini. New rules pertaining to vehicles over 25 years age. John Moorhead provided written report.

Regalia: Andrew Hobday – no report; on holidays.

### **General Business:**

Brian Rodwell asked whether GM minutes could be posted on website, because the Chatter was no longer published monthly.

Events Coordinator role: Steve Hills has taken on the role.

Bits and Pieces: Chris Davies seeking quality affordable tyres for vintage bikes, Spoked Wheel Services suggested. Note Brian has relocated to a Mundaring address. Chris also looking for a barrel and piston set to suit Suzuki GS850 (1981 onwards model).

Meeting Closed at 9.30 pm

## **MINUTES OF THE VMCCWA MONTHLY MEETING – 7 AUGUST 2019**

Held at Wattle Grove commencing at 8.00 pm

Chair: Barry O'Byrne, Secretary: Nic Montag, Treasurer: Jim Douglas.

MEMBERS ATTENDING: 76, VISITORS: 2 – Bruce Heathcote, just acquired a Norton ES2. Keith with a GT750.

APOLOGIES: Colin Tie, MICROPHONE USHER: Gerald Connolly

PRESENTATION: Steve Hills presented his newly acquired Moto Guzzi V7 Sport from South Australia. This machine was originally from Holland which the owner rode over 100,000kms around Europe. The machine was then featured in a magazine with its owner celebrating its endurance. The V7 has since been restored.

REPORT TO MEMBERS: The meeting commenced with an address from the Committee to the members assembled, read by the Secretary:

There are 2 disciplinary processes underway within the Club related to behaviour detrimental to the Club. The Committee has not publicized these matters as they are confidential until hearings have been held and decisions made. Unfortunately, one of the persons subject to the process has broadcast the matter and called for a number of members to attend the meeting tonight with the aim of disrupting the meeting. It is also to challenge the authority of the committee and to deflect attention away from the process and thus avoid scrutiny. We have the email calling upon members to attend to challenge the committee. The discipline process has been



ongoing for over 3 months under the stewardship of the previous Committee Chair and was signed off on the latest hearing as recently as 17 July. After that meeting the Chair handed in his resignation citing health problems. The Management Committee has struggled to deal with divisive and vexatious behaviour from an element of the Club for several years. The behaviour has now reached a stage where it is detrimental to the Club and the committee has seen fit to hold the members to account. They now seek to attack the committee as a last gasp attempt to avoid accountability. This is a stressful time for all committee members who are volunteers, most are working people and have enough on their plate without being undermined by a small clique of members resentful that they no longer run the Club and they do not represent the club's best interests. It must be clear to all members that destabilising of the Club and committee has been occurring for some time. It has to stop and the committee will take firm action before the Club collapses in on itself. If anyone wants to discuss this they may do so, but any disruptive behaviour will not be tolerated. It is clear that the members concerned do not have a good understanding of club rules, or the Associations Act. Something the committee must always have in mind when making any decisions for the club and all its members. *Trevor Stephenson resigned from the Committee for reasons of ill health, his note of resignation of 17 July was then read to the meeting.*

WELFARE: Adrian White: Jim Forster is well but please give him a ring. Frank Cocks, a life member, his wife passed away. Bob Reese and his wife (Chair & Secretary of the Albany V&CMCC) were in an accident in Malawi and subsequently his wife passed away. Bob is severely injured and in hospital. He has abroken back among other injuries.

101 bicycles have been repaired & delivered to the Salvation Army. This ongoing effort was recognised by the Salvo's with a letter being received thanking Adrian and the team including Art Wolden, Rob Rowe and his brother among others.

MINUTES OF PREVIOUS MEETING: Accepted Barry Ford, Keith Weller

NEW MEMBERS: Shane Knox – Will be presented next meeting.

TREASURERS REPORT: Jim Douglas: Membership renewal form will be available next month. Membership fees will remain the same as last year however the new member's application fee will increase from \$20 to \$30 for both general membership and country membership. Single and family membership rolled into one class. Chris Davis asked if a EFT facility will be available? JD responded yes he has a machine and will make it available.

WEB REPORT: Murray Barnard. Membership renewal form is online and in the Chatter to be published this August. The impromptu Targa West forms are available online.

EVENTS PAST: Steve Hills. Midland Railway workshop. Unfortunately the Machinery preservation society are leaving the location and would like to possibly be included in next year's swap meet.

Girder Fork Run, 14 July - Murray Cann stepped up to run the event which a diverse types of machines attended.

Unit Busy Bee, 27h July, The new club enclosed trailer was presented at the Maddington Unit and members helped out to modify and prep the trailer. Thanks for the help.

Mindarie Aged Care facility, 1 August, JD – 10 members attended and brought machines to the facility residents to see and sit on. Was well received. Thanks for all that attended.

Meet & Greet, 4 August, BBQ at the Maddington Unit, had a good turn out and trailer was on show.

EVENTS: Targa West, 11 August, Art Wolden – Bikes will be on display with other clubs and cars at Langly Park. We have been asked to be there until 3pm with arrivals from 7am. Parking is on grass. Entry is from Hill St.

Keith's BBQ – Yanti & Co put on a good spread. KW – No guest speaker this year however if you have a diabolical problem, bring it along, share it with us. Weather will be good.

Possible impromptu run to Dowerin Field Days – 28 – 29 August – speak to Steve Hills

DGR – SH, Distinguished Gentleman's Run run this 29 September

Beverly Run,- Dave Weeks - 2 day event, Ride up on the 31 August, leaving from Karragullen and overnighting at Beverly Hotel, Return into Midland on the Sunday. Entry form is in the Chatter.

AJS club visit – Jim Douglas, 8 September, The AJS motocross club has invited us to visit the club to see our bikes, does not need to be AJS. Bar opens at 12pm

#### DATING REPORTS

Pre-31: Michael Rock. No report.

Pre 70: Maurice Glasson. No report.

Post 70: Les Vogiatzakis: 1972 Yamaha 350, 4 machines are in the pipe line for next month.

Concessional / Inspections: Phil Skinner. Has not inspected machines due to waiting on letter asking to be excluded from Conflict of Interest. Nic Montagu responded that he has an obligation to inspect any machine from any club as per the DOT requirements.

MACHINE REGISTRAR: Lat Fuller: CMC1 form has been changed by DOT and there 2 sections that now need to be completed. One section is for proof of membership and the second section is certification that the machine meets DOT requirements for 404. I mention this as the 1st section needs to be filled out before the machine is inspected, provided the machine is dated and membership is up to date. The second section will have to be completed by the approved examiner unless I have sighted an inspection certificate – in which case I can complete both sections A list of DOT approved examiners has been published in the Chatter and on the website so if anyone requires 1<sup>st</sup> time examination these are the people to use.

LIBRARIAN: Ken Vincent. A few new books. One about a Wall of Death team of 3 brothers with one dressed up as a woman. A book about despatch riders in WW2, a very good read. Overdue books for Nic Montagu.

SPARES: Keith Weller: Got any spares? Bring them along to the store.

POINTS: Trevor Stephenson advised he has resigned from the role.

REGALIA: Andrew Hobday. We moved some items including the Winter beanies for \$10, Windcheater for \$35 and some of the old type Winter Jackets. Badges/Plaque are available for \$20.

CMC Rep. Les Vogiatzakis: Midland DoT are not accepting photocopies of the CMC1 form or other forms. It is my opinion that theiropficers get freaked out by the unique paperwork we provide them. They don't love us but they will.

GENERAL BUSINESS: Greg Boothy asked if 2 elected officials was acceptable? Barry O'Byrne responded that it is fact that we have 4 elected officers. Jim Douglas added that a number of the elected officers at the AGM 2018 resigned without taking up office and the committee was within the rules to appoint volunteers to the vacant positions. Andrew Hobday asked for clarification on conflict of interest. Nic Montagu responded that a conflict of interest policy is recommended by the Department of Mines, Industry Regulation and Safety for Associations, is included in the Associations Act and outlined on the Commerce Department website. It is abnormal for an association of our size not to have one. It is needed to manage any perceived or raised conflict of interest for members in official roles and describes what an individual should do if they are at risk of a conflict of interest. A couple of example situations were given.

Rod Marriot raised the importance for procedures to be captured for to assist future officials.

Chris Davis asked for help or assistance with vinyl material for the club trailer.

Ken Vincent asked for help installing the insulation in the library.

BITS & PIECES: Ian Patterson is looking for a folding type BSA A10 kickstart.

Meeting concluded 9.03 pm.

**HISTORIC RACING NATIONAL CHAMPIONSHIPS 2019:** The Historic Motorcycle racing Nationals are to be held at the Collie Motorplex on 28/29 September 2019 on the new long circuit. Refer to <https://www.historicracing.asn.au> for details.

**ALBANY HILLCLIMB – 2/3 NOVEMBER 2019:** A display will be held on Stirling Terrace on the Saturday as well as a poker run. Sunday will be the hill climb event on Marine Drive at Middleton Beach ( same as last year ). **Bob Whittingstall** has been appointed as the coordinator for 2019. Contact: 0418 944 437 or [albany.hillclimb@gmail.com](mailto:albany.hillclimb@gmail.com). Hillclimb Entry forms are online at: [http://avcmc.iinet.net.au/201908/2019\\_entry\\_form.pdf](http://avcmc.iinet.net.au/201908/2019_entry_form.pdf) & [http://avcmc.iinet.net.au/201908/2019\\_information\\_sheet.pdf](http://avcmc.iinet.net.au/201908/2019_information_sheet.pdf)

**CLASSIC CAR SHOW – 8 MARCH 2020:** The Classic Car Show will be held at the Ascot Racecourse on 8 March 2020

**WALK THROUGH THE WEB WORKSHOPS:** All going well, if the Club agrees to purchase a portable wall projector, in the near future, I will run small group workshops at the Club Unit, on weekdays or weekends, on browsing the web and using Club online resources. I can also assist with any computer problems, web design, cloud resources, backup, photos or software issues. Watch this space. Refreshments will be available. *Murray Barnard*

**WELCOME NEW CLUB MEMBER – BOB O'LEARY** Bob O'Leary's first bike was a 1953 500cc International Norton, which he bought when he was 16, before he had his driver's licence. He became interested in racing in 1958 and joined the Lightweight Motorcycle Club. He won Australian championships in the 250cc and 500cc scrambles classes in Queensland in 1963 and in the unlimited class in Forrestfield in 1969. O'Leary competed in most motorcycle disciplines including motocross, speedway, long track, short circuit, road racing and endurance. Over his racing career, he won state titles in scrambles, short circuit and grass track and also a Claremont Sidecar Championship. Later, he turned to historic road racing and was still racing into his late 60s on a borrowed 1957 500cc Manx Norton at Wanneroo and Collie. Bob was inducted into the MAWA Motorcycling Hall of Fame in 2017.



**MEMBERSHIP RENEWALS FOR 2020:** please note that a renewal form is included on this Chatter's mailing slip and also online. Get in early please. Fees have not increased and the Single and Family member classes have been combined at no extra charge for Metro and Country members. Annual fees are due by the 31st of December each year. Renewal reminders will not be sent to members, however a renewal form will be found in the Chatter and online. If fees are not paid by 31st December you will be ineligible to vote at general meetings, unable to access the parts store or library and will not receive a Vintage Chatter. Late payment after 31 March each year will ultimately result in the member having to re-join and pay the additional application fee. All members are expected to renew using the Renewal form. This being necessary to update any changes in a members details.



I am asking for members help when paying the dues, please use the renewal form so that we can keep the database details accurate and up to date, particularly address and email changes also phone numbers. If paying online please be sure to include your name first on any description, if we don't know who paid it we can't update your status.

If you are paying by mail and require a mailed response please be sure to include a STAMPED addressed envelope. Your help would be appreciated. *Mike Blake (Membership Assistant)*

**VALE – DAVE VARDON:** Richard Vardon recently advised that his Father, Albany member Dave Vardon, had recently passed away.

**VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019:** - *Regalia Officer - Andrew Hobday - 0411 358 428*

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10		

**REALITY CHECK:** At times, some members, listen to detractors and suggest that the Club has too many rules and don't check the facts with the Committee. This is ironic because when the Club adopted the Government's Model Rules in 2016, the committee put in months of work into simplifying & reducing the number of rules and instructions in the Club to the bare minimum. The difficulty that has arisen with simplification is that some seek to take advantage of them, looking for loopholes to avoid compliance. Thus, at times, such as now, the by-laws need revision to cover emerging needs. By way of illustration, the Club's current By-Laws fit on 1 page and still will do so even after amendment. For comparison, the By-Laws of the Club prior to the adoption of the Model Rules in 2016 were **18 pages in length** as shown below. In addition, the Club in May 2016 had **17 pages** of Constitution, Regulations and General Rules.

**OLD CLUB BY-LAWS: (superseded 2016):**

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# ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events - 2019	Trailer Backup
October 13th	Richard Turpin's run	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com) or the section secretary, Roger Bittner, 98446524, email [rokebit81@gmail.com](mailto:rokebit81@gmail.com)

**JULY 2019 RIDE – NORTHY'S RUN:** A Club ride in July, in Albany, would normally be the provenance of the optimist; we just happen to have quite a few in this Club and the lure of an opportunity socializing following a short ride, organized by John Northcott, was accepted by about 15 of us. I don't know if we can put it down to climate change or good luck but we seem to score a lot of great days for a ride in Albany these days. And the problem is .....? (Oops! apologies to our farming community!) Morning tea was kindly provided at the Shekell Shack custom interior decorating by Ed) allowing a time to chat, look around and warm up. Ed's "pot belly heater, made out of a 45ltr ex – LPG bottle was very effective and well patronized. His current project, a BSA Dandy scooter was also coming along nicely. Then it was off to John Northcott's ( er, well, after his steed was pushed into going ) via Norwood, Wilyung, Menang, Albany Hwy, Link and Lancaster roads for a look around John's shed / bikes and lunch. A sausage sizzle followed by home made cakes and coffee and John's traditional raffle ensued. (yeah we get spoiled, we know!) The food and drinks came courtesy of Cheryl and Noelene and we thank you ladies – most enjoyable! Richard Turpin, Merv and Noelene Bailey went home with the raffle prizes. Lou didn't get a single taker for his back up services. A pleasant day with great company – what else do we need? P.S. Sympathy to our member who unknowingly put his Ventolin puffer in the fire – and got it returned at very high speed, bowling him over and resulting in a hole in him! Could have been worse - it resulted in a puncture in his "spare tyre" and not something vital. See – our spare tyres come in handy as survival aids! ( Air bags on our bikes, flotation devices in the sea, insulation from the cold, love handles in bed, etc,etc ). *Bernie*



**VALE – CHRIS REES:** I am sure everybody in the Club will be sad to hear of the passing of Chris Rees, wife of Bob Rees and Membership Secretary of the Albany Vintage & Classic Motorcycle Club. Chris passed away after an incident in Malawi during a recent motorcycle tour of South Africa. Bob Rees, Chair of the Albany Vintage & Classic Club was also seriously injured in the same incident.

Details are sketchy, at the moment, however, it is believed that Bob has been flown back to WA for medical treatment. Bob & Chris have been key in organising and running the Vintage & Classic Motorcycle Club & the Albany Hill Climb for many years. Thoughts and sympathy are extended to family and friends at the news of this tragedy. *Murray Barnard*



Photo: courtesy of V&CMC website – taken by John Mac





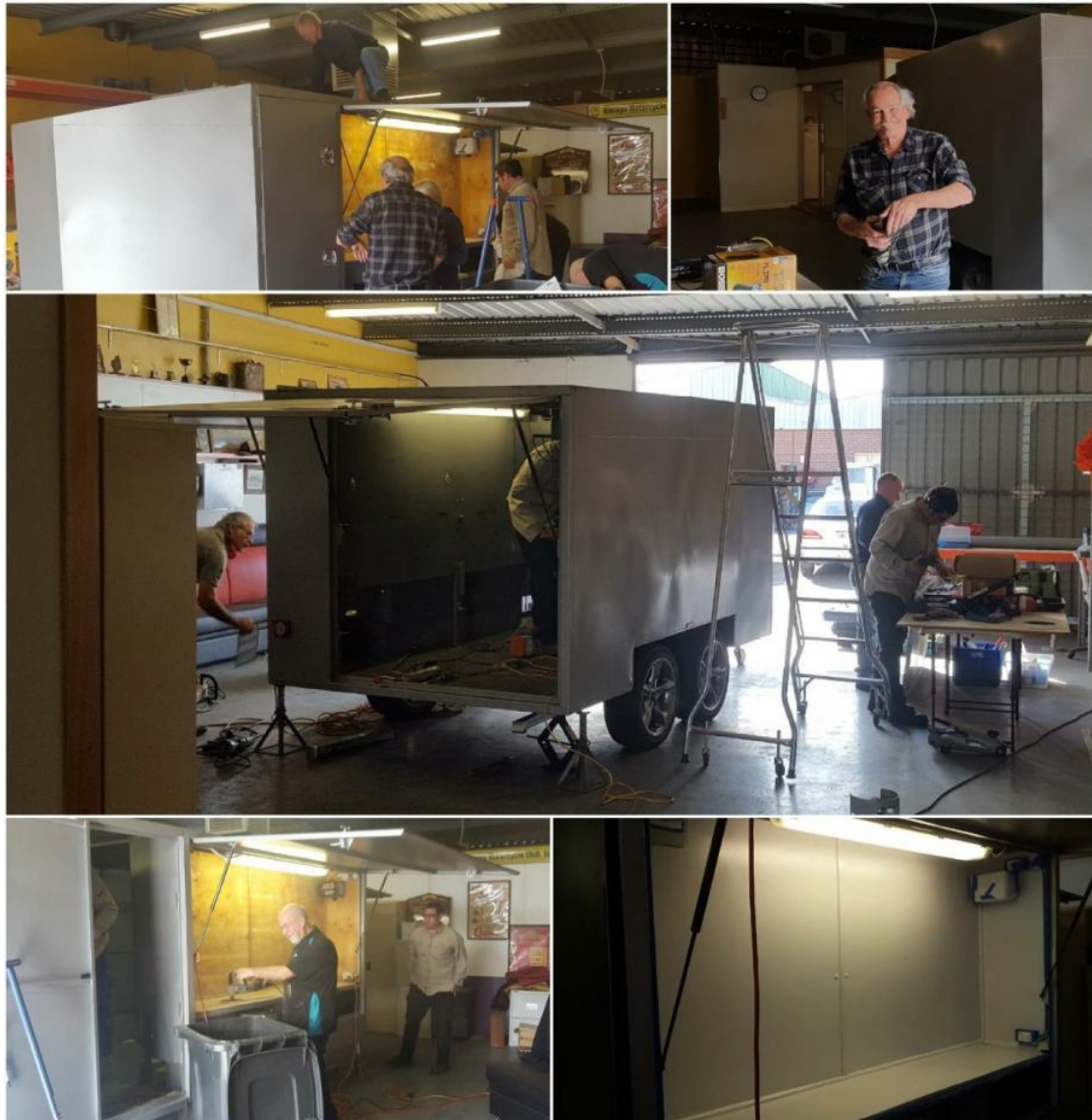
# PAST EVENTS

**GIRDER FORK RUN – 14 July 2019:** A Chilly ❄️ start to the Girder Fork Run. There was a good turnout of both old and not so old. That's the bikes I'm talking about. (Pics Steve Hills and Peter Lawson)





**CLUB TRAILER BUSY BEE – 27 JUL 2019:** The Club has bought an enclosed trailer which will be used to carry BBQs and equipment to Club events in future. The trailer required some refurbishment and alteration to meet future needs and a team of willing helpers met at the Club unit in Maddington to remove unnecessary fitments and install gas bottles, batteries and a solar panel. The new trailer will make life significantly easier for event organisers and also enable equipment to be securely stored. Thanks are extended to Chris Davis for his efforts in obtaining the trailer and in arranging for the refurbishment. Thanks also to the team who refurbished the trailer and applied their time and used their skills to the benefit of the Club.

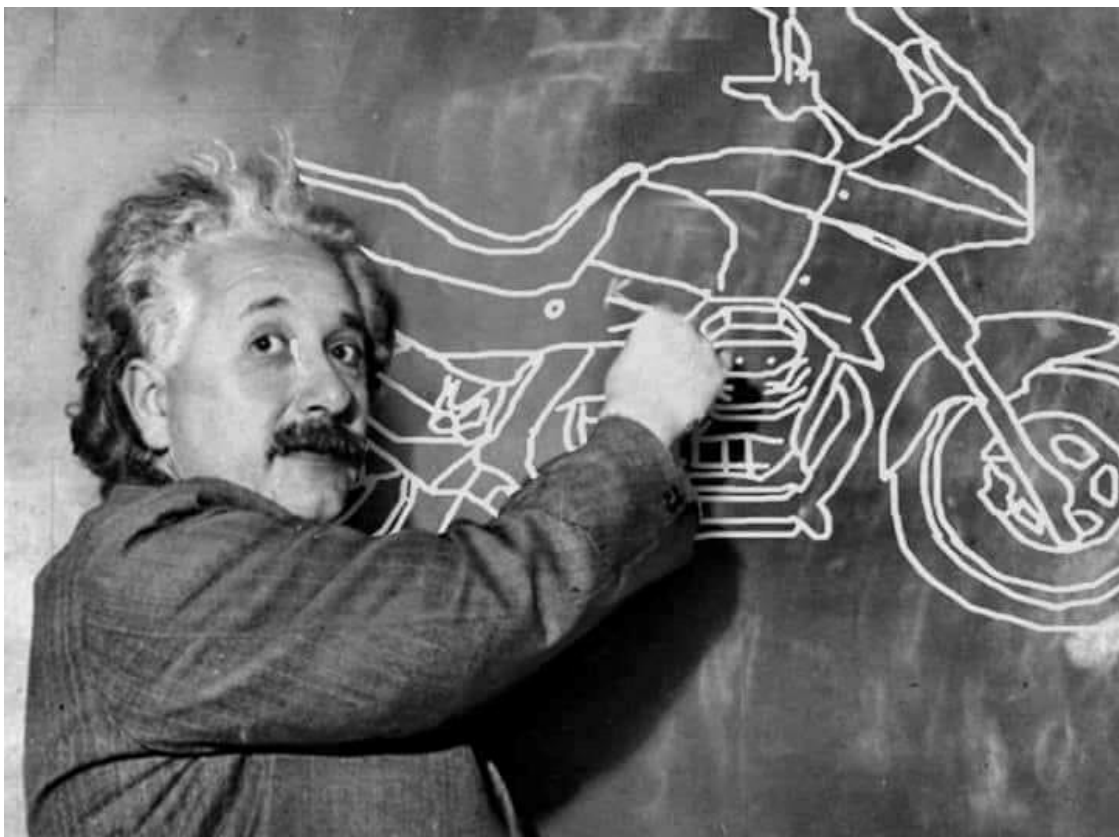


**POST 70s SECTION MEETING – 15 July 2019:** The Post 70s Section held its monthly meeting at the Maddington Unit in July and celebrated with a BBQ whilst they were at it.



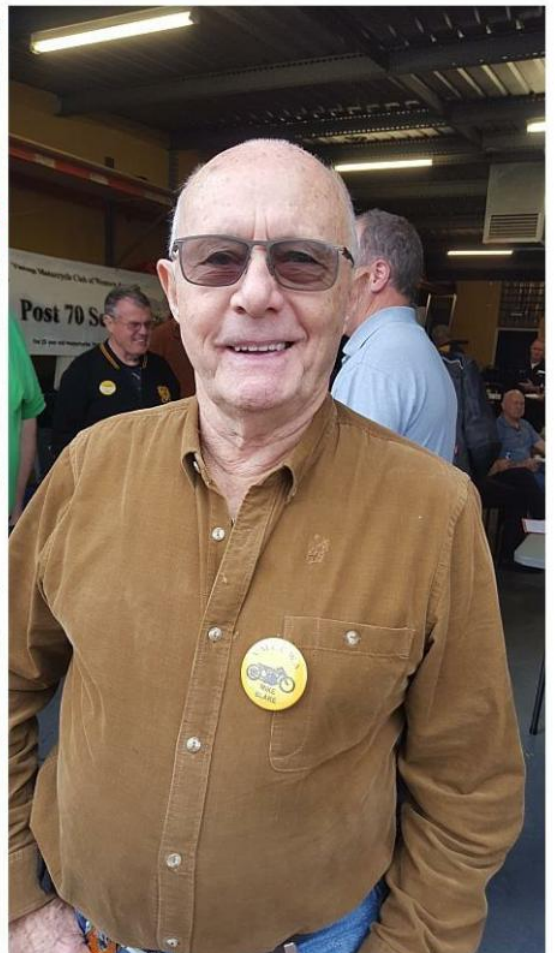


**MINDARIE AGED CARE CENTRE – 1 AUGUST 2019:** Aegis Anchorage Aged Care visit. Around 10 members met at the Mullaloo Cafe and had a pleasant ride up the coast to Mindarie. We wheeled our bikes right into the common room. The residents loved it, especially the ladies. The staff put on a beautiful afternoon tea. Thanks to Jim (the masked man) for organising a day that I'm sure put a smile on many faces. *Steve Hills (Pics by Steve and Jim)*

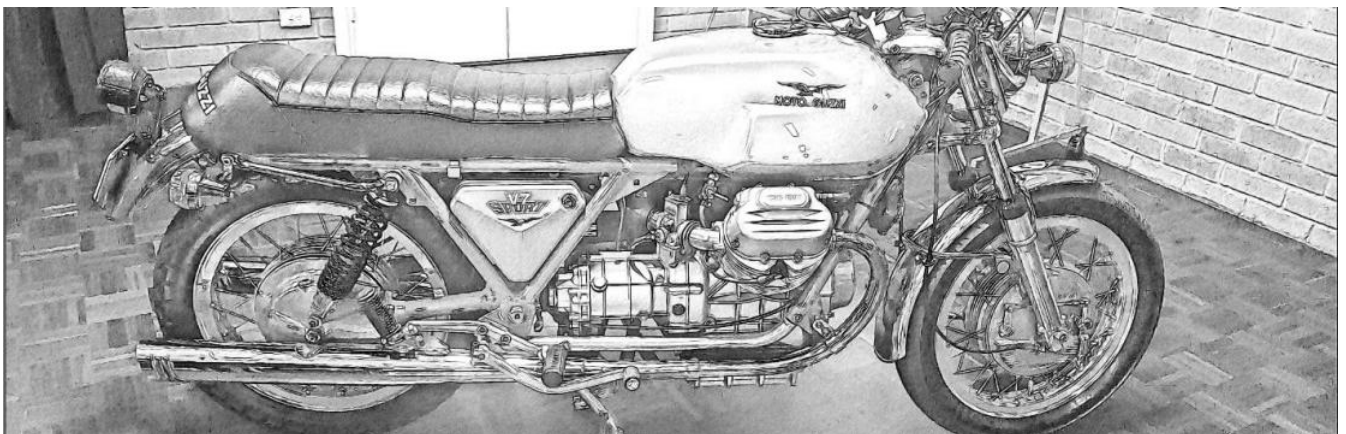




**MEET & GREET – 4 AUGUST 2019:** Thanks to Steve, Chris, Jeff and Andy on the BBQ and to all the willing helpers. Great turnout at the Club Unit on a drizzly day.









# Numb Bums and Oil Leaks

*Edited by Adrian White*

**TRIUMPH TWIN ENGINE DRAG BIKE “JUST BECAUSE I COULD!”** This all started as a challenge when friend Peter Lawson said he was thinking of building such a machine. I had a think and decided I should build one for my collection. I had an old BSA A7 frame and a couple of pre-unit 350cc Triumph engines, 700cc sounded all right so I made steel engine plates and modified the A7 frame. Fitting a set of Kawasaki forks revealed the frame was twisted (that's frame #1). The oil tank was to fit in front of the down tube. Not to worry! I asked a mate if he had some 3 inch pipe, cut up an old Jap frame for the head race which my son then welded to seven feet of the pipe. I changed the engines to two pre-unit 500cc Triumphs giving 1000cc, made new engine plates, fitted the A7 back end onto the tube only to find the back end was 20mm out of alignment at the back wheel. (That was frame #2). Using a rigid Triumph rear I put the machine on display at the Perth Hot Rod and Street Machine Spectacular and won an award, but was told to drag race it, the bike must have a chrome- moly frame!

Starting again, purchased a rigid rear end from The Metal Shop (U.S.A.) along with some chrome-moly tube and had Peter Lawson TIG weld the frame, about eleven inches shorter. At this point I changed to two pre-unit Triumph 650cc engines giving 1300cc, had made 4041 alloy engine plates to a plywood pattern template, all looking good. One engine came from U.S.A., the other from Peter. I stripped both, reground the cranks (NOZTEC), fitted M.R.P. connecting rods, Triumph 3134 cams and followers, new pistons, valves and valve springs with mushroom rocker adjusters, new seats to one of the heads, a new Morgo oil pump, new ball and roller bearings and built the engines, with negative balance on the cranks. I then purchased belt drive sprockets for the engine coupling, mounted these on Triumph chain drive engine sprockets after grinding the teeth of the front one. Then I calculated the length of belt needed and made a tensioner for the belt drive. Stripping an old stock Triumph four speed gearbox showed it to be sound so reassembled it with new bearings. Triumph clutches as found on the internet were way too expensive so I purchased one from a Suzuki and modified it to fit the Triumph box. The Kawasaki forks were now too long so I managed to find a shorter pair and fitted an anonymous front wheel, with the Kawasaki caliper and master cylinder rebuilt. I put in a T140 disc rear wheel married to a rebuilt Honda calliper and master cylinder. The clutch cable I made didn't work , so I had Flexidrive make one which worked perfectly. This was of much heavier cable. I fitted the four Wassel carburettors with a twin pull twist grip via two splitter boxes but was unable to twist the throttle, which was far too heavy. Came up with a push/ pull throttle with a single home made splitter box, which works well. The oil tank was moved to under the saddle, with oil lines made by ENZED. The fuel tank came from Iron Horse Restorations, free of charge, an old Harley Sportster item which fitted over the frame after suitable modification. I decided not to use the magnetos which came with the engines, but to use a car four cylinder distributor, modified to fit the face magneto holes in the front engine, with the firing order front left, rear right, front right, rear left, just like a car. I am not a fan of Triumph engine breathers so I used a couple of Mitsubishi car ones. The exhaust pipes were made by Willetton Exhaust and then ceramic coated.

*This ambitious project is virtually complete, and as the photos show, is looking very nice indeed. Hopefully it will soon fire in anger, hopefully Grumpy will keep us updated.*



Start of frame 3



Frame 2 note: fuel tank in top tube







Edited by Murray Barnard

**FIRST MOTORCYCLE IN AUSTRALIA:** *Brisbane Courier* of 8 Feb 1896. A motor cycle, which arrived in Brisbane nearly two months ago, and which, when exhibited in the window of the Austral Cycle Agency, Queen-street, created no end of excitement, has at last been given a trial on the Brisbane roads, and, no doubt, a slight description of this unique machine will be interesting. The motor bicycle was specially imported from the Continent by Mr. J. C. Brunnich, of Mackay.

When it arrived in Brisbane last month a trial of its powers could not be obtained owing to the fact that the benzol required to supply the motive power was not obtainable in Brisbane. However, Mr. Brunnich, when in Sydney a few weeks ago, obtained a small quantity of benzol, by which the present trial was enabled to take place. The motor cycle is the first of its kind ever imported into Australasia, and is a machine of the ordinary safety bicycle type, fitted with a motor driven by benzol. The tank holding the benzol is capable of carrying about two gallons of the liquid, which is sufficient to drive the motor a distance of 200 miles. From the tank a small pipe leads to a lamp fitted nearly underneath the front part of the machine, in which are placed two nickel tubes kept at an incandescent heat by vapourised benzol. The exploding mixture, when discharged in one cylinder is admitted into the other, the explosion being made through compression of the mixture in the hollow nickel tubes referred to above, which are fitted in the base of the cylinders. The valve gearing for regulating the admission of the mixture to the cylinders is worked by an eccentric. The cylinders are single-acting, of  $3\frac{1}{4}$ in. diameter and  $5\frac{1}{2}$ in. stroke, and when working at full capacity develop 3 horse-power. The exhaust gases from the cylinders are carried away by an ingenious method attached below them, thereby doing away with all smell, and conducing to the comfort of the rider. Over the back wheel-the place for the usual mudguard-is fitted a water tank, or cooler, from which the water circulates round the cylinders, keeping them cool and preventing any possibility of overheating. This reservoir of water is necessary owing to the high speed at which the engines run. The water stored here has to be changed after running 100 miles. The driving or rear wheel is built of two steel plates on the disc principle, in place of spokes, thus being absolutely necessary to support the weight of the motor and rider. The driving wheel is 24in. and the steering wheel 30in. in diameter, the pistons working direct on to the driving wheel. Benzol, as before stated, is the agent supplying the motive 'power-not benzine. Benzol and benzine are entirely different, and here it may be interesting to compare both products. Benzol is 80 specific gravity  $C_6H_6$ . 80c being its boiling point. Benzol is a by-product of coal tar. The benzine of commercial use is a hydrocarbon, of the formula  $C_nH_{2n} + 2$ . and is a cheap by-product of kerosene, and similar in composition to gasoline. Benzine is quite unsuitable for 'motor use, and is also more volatile than benzol.

This benzol motor cycle has been ridden or driven rather-by the owner, Mr. Brunnich, and two local cyclists (Messrs. H. K. Eaton and J. Adams), who have the honour of being the first to try the coming form of propulsion. The gentlemen named above have come to the conclusion that the motor cycle is a success, and that it will do all that is claimed for it. When ridden round the streets of the city, one of the riders mentioned, on a quiet level piece of running, estimated that the motor must have been travelling at the rate of thirty miles an hour. Of course at such a high speed the vibration on the hands is very great-for the machine is steered like the ordinary safety bicycle-but when running at a moderate speed the vibration is no greater than that from the pedal-driven safety. In the trials round the city the horses met with on the roads did not take more notice of the novelty than that which an ordinary bicycle and rider claims. Only a slight noise is made by the motor by the discharge of the exhaust gases from the cylinders. An ingenious contrivance attached to the handle-bar regulates the speed of the machine, which is also fitted with a powerful brake, and specially prepared pneumatic -wheels, the tires being nearly  $\frac{1}{2}$ in. thick. The machine is dependent wholly upon its motive power for propulsion, and is not fitted with pedal gearing, which would be useless, owing to the -weight of the machine-some 200lb. It is probable that a public exhibition of the machine's powers will be given at an early date in Brisbane. The motorcycle was made by Messrs. Hildebrand and Wolfmuller, of Munich.



## ENTRY FORM FOR BEVERLEY RE-ENACTMENT RIDE

**The Beverley Re-enactment Run will be held on 1st September, starting from outside of the Beverley Hotel at 8.30 am, & finishing in Mundaring. This run is for Pre-31 'bikes only'. The 'Day Before' will start at Karragullen at 1.30 pm, on Saturday 31st August 2019.**

Rider..... Phone No.....

Passenger..... Phone No.....

Address.....Post code.....

VMCCWA Membership No..... Email.....

Make & year of Machine..... Capacity.....

Solo/Outfit..... VMCC Machine No..... Rego No.....

Email address..... Is this the 'bike's 1st entry?....Y/N

Entry fee is \$20.00 (includes award bar, see below)

Payment: Cheques to VMCCWA Pre-31 Section, or

Money transfer: BSB 016-358 account 481977532 (add ID)

NOTE: All riders of vintage bikes who finish will receive a Beverley year bar. All riders of veteran bikes who, in the opinion of the organiser have made a substantial attempt to finish, will receive a Beverley year bar. Organiser Dave Weeks: 043 999 1584: [david.weeks1@bigpond.com](mailto:david.weeks1@bigpond.com)

## 5 / 8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE: PLEASE REGISTER INTEREST

Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus. Richard can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)

*To help with catering and planning of the event, please register your interest now. Contact: Richard Argus , 0418 934 550, or email [rargus@bigpond.com](mailto:rargus@bigpond.com). . There is no entry fee.*

Name:

Accompanied by:

Pk #:

Email:



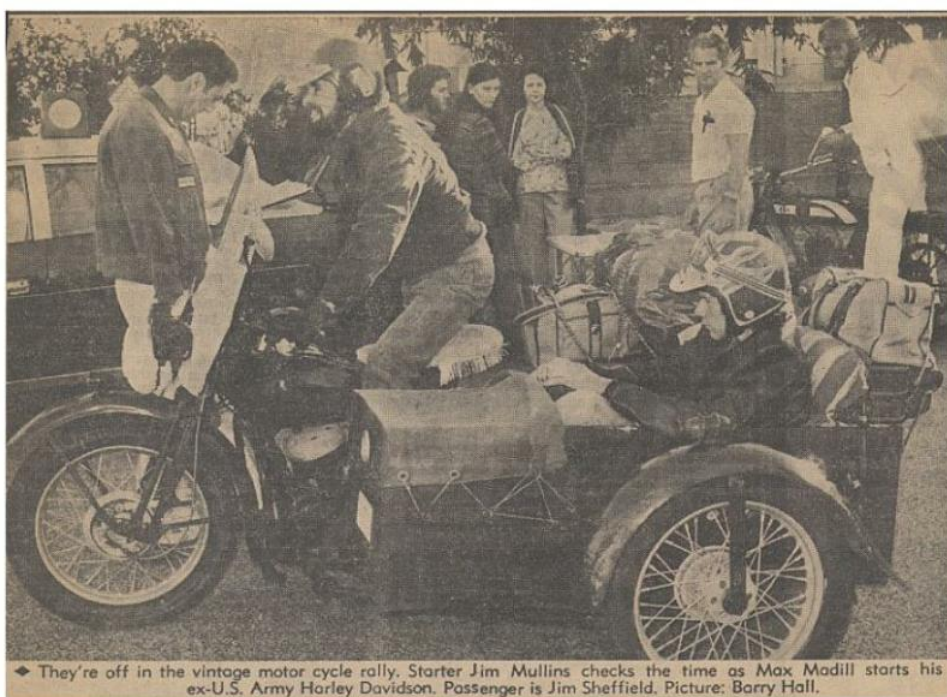




**THE BUSSELTON TWO DAY** is an iconic event for the VMCCWA and is worthy of your support as a member and M/C enthusiast. This event has a long history and has played a role in developing some of the legends of this club. The event was first run in Feb 1972 and the riders faced strong winds and 45c heat. All of the 45 entrants rode belt drive veteran bikes as well as braving those conditions. The run only went to Bunbury with an overnight stop at the Rose and Crown Hotel. The return finished at Armadale.

The Weekend Mail newspaper offered to sponsor the event as it was claimed to be the longest distance of a timed event in the world. An event from Durban to Johannesburg in South Africa challenged that claim and I am well informed that our event was in fact the longer. Bill Young won the event on a 1928 Cammy Norton. The years have rolled on and research shows that Barry Makin won his section of the event 13 times without the use of a speedo. He only missed one event, in 2005 due to illness. I look forward to your participation in this event and as you can see these events do develop legends, will you be the next one?

Application form overleaf - Barry O'Byrne



◆ They're off in the vintage motor cycle rally. Starter Jim Mullins checks the time as Max Madill starts his ex-U.S. Army Harley Davidson. Passenger is Jim Sheffield. Picture: Barry Hall.

#### WEEKEND NEWS VINTAGE MOTOR CYCLE TRIAL



### 360 miles in a weekend for the 'oldies'

by Kim Murray

With a bang and a roar, the 19th annual Weekend News Vintage Motor Cycle Trial set off on Saturday morning. The trial is a 360-mile round trip from Perth to Bunbury and back, with a stopover in Armadale. The trial is a challenge for the 'oldies' as it involves riding vintage motorcycles over a variety of terrain, including sand, gravel, and tarmac. The trial is a popular event for vintage motorcycle enthusiasts and is a great way to spend a weekend. The trial is a challenge for the 'oldies' as it involves riding vintage motorcycles over a variety of terrain, including sand, gravel, and tarmac. The trial is a popular event for vintage motorcycle enthusiasts and is a great way to spend a weekend.

31  
TAKE  
PART

## BUSSELTON TWO DAY RALLY - 5/6 October 2019 - ENTRY FORM

Closing Date For Entries: 1 October 2019

Name.....

Address..... Home Ph#.....

Work Ph#..... Membership No: ..... Make of Machine: .....

H.P. or C.C. .... Solo or Sidecar ..... Year of manufacture: ..... Club motorcycle ID. No. ....

Reg Plate No. ....

Speed Category: (please nominate)

Short Course 40 to 60 kph: Veteran, Vintage, Post Vintage

Long Course 60 to 75 kph: Vintage, Post Vintage

Your preferred speed (between 40 and 75) ..... Course.....

Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered

Short Course: Veteran Vintage Two Stroke

Long Course: Vintage Post Vintage Sidecar

Conditions: Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. Recommend you book a room at the Amaroo, ask for Derrick, and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.

DECLARATION AND INDEMNITY: I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club eligible and I hold the appropriate driver's license.

APPLICANT'S SIGNATURE .....

PASSENGER'S SIGNATURE .....

Mail Entries to: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108 or email to: [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

Entry Fee: \$20.00 Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.

BANK TRANSFER to Bank – B.O.Q. BSB – 126547 Acc – 21998733. *You must include the following details on the bank transfer:*  
1. Account name – VMCC of WA, 2. Description – Busselton 2 Day 3. Message/ Reference – Your Name





## 8 – 11 NOVEMBER GYPSY TOUR: PLEASE REGISTER INTEREST

The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. This is a collegiate Club Event aimed at building & maintaining relationships between City and Albany club members. Depart for Denmark from Perth on the Friday, return on the Monday. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a *free* BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark.

*To help with catering and planning of the event, please register your interest now.*

Contact: Murray Barnard , 0434215665, or email [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). There is no entry fee.

Name:

Accompanied by:

Ph #:

Email:

## Gypsy Tour 2019

Denmark and Albany: 8-11 Nov 2019



## OLD IRON - MOTORCYCLE DISPLAY - March 2020

The Club Motorcycle Display is being planned as we speak and the theme is 100 years of motorcycles in Australia (i.e. 1896 to cut-off period which is 1995 in 2020). Again the club is seeking club eligible machines for display. Similar to last year we are looking at producing display boards which will provide information and photographs relevant to the machine on display. Because of the large amount of work involved in producing display boards the Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club. To register machines for the display contact Murray Barnard via phone or email at 0434215665 or [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). Provide photos of your machine if possible. Minimum details required are:

Machine:

Make:

Model # or Name:

Date of manufacture:

Your name:

Phone #:

Email:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible.

# MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for maximum of 3 issues. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)*

## FOR SALE:

**YAMAHA XS500** 1976 original paint, Club lic. \$4,000 ono Dave Bostock 0405122823

## Relisted:

**TRIUMPH 3T:** 1946 Ph Don 0478632159

**AJS 350:** 1948. Ph Don 0478632159

**HELMET:** Shark RSF3 Full Face, Black and White Graphics, Size 54 small, New, \$150. Keith 0473147482

**YAMAHA XS1100 & SIDECAR:** 1978, new valves, rings, cam chain & pads. Dusting side car frame & f/glass replica chair mounted. 8 mths full licence, \$9500 Keith Weller 92742476

**LICENCE PLATES:** I'm open to offers for the WA licence plates 1951 6T, taken from my 1951 Triumph 6T Thunderbird, and 56DBD, taken from my 1956 BSA DBD34 Gold Star, which has since been sold. Ian 0452500094



## Expiring:

**1974 TRIUMPH T150 TRIDENT:** 3cyl good all round condition some spares, also has two fuel tanks a bread box one which is fitted and also a round US model tank. On club license, \$13000 ono Mike ph95275806.

**TRIUMPH TROPHY 650CC** 1968. On Club license. Good condition and appearance \$8750. Rex 93549008

## WANTED:

### Relisted:

I am looking for the name and phone number of the gentleman who purchased 2 fibreglass moulds from me, for the manufacture of BSA Bantam Mudguards. I need to purchase some guards and have lost my Info book. Please phone Terry Germain (TAG) - 0419 554 735

Petrol tank for a 1957 Norton Dominator 99 (Model 77). I already have one for a Model 7 (which isn't right). Happy to swap (the model 7 tank plus a pair of used Dunlop WM2 rims), or pay your price. Thanks Rob Veitch 0456 219 181

### Expiring:

**BSA PARTS NEEDED:** for 1925 Round Tanker, Frame BR 9400 to BR 3100, Engine B24400 to 30900, 2 Speed gear box, Magic and Amac carbs x 2 and Parts for 1926 Wedge Tanker, I have frame, need everything else Pat Buckless 0409298017

**BIKE STARTER ROLLERS AND MOTOR.** Can be 12v or 240v. Must be semi portable for starting older bikes without electric starters. Happy to look at home made jobbies. Any help appreciated. Warren McEvoy # 1093 Contact 0487 799 007 or [wamce78@gmail.com](mailto:wamce78@gmail.com)

## SERVICES:

**SMALL ENGINEERING JOBS:** undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

**WHITE METALLING SERVICE:** Also, any small machining, welding jobs, or reboring and resleeving. North of the River. Don Price 9304 3807

-o-

## Dad jokes:

Why are there no televisions in Afghanistan, because of the tellyban. What's orange and sounds like a parrot? A carrot.

Did you here about the idiot that stayed up all night to see where the sun went? It finally dawned on him.

Did you hear about the man who got sacked from the calendar factory because he took a day off?

Have you seen the Constipated movie? Don't worry it hasn't come out yet.

How do you make an octopus laugh? With ten tickles.

When does a joke become a dad joke? When it becomes apparent.

I'll swap you your vaccum for my parachute, no strings attached.

I always keep an empty milk carton in the fridge in case someone comes over and wants a black coffee.

I need to sell my vacuum. It's just been collecting dust.

Dad, "Doctor I think I have five legs."

Doctor, "How do your pants fit?"

Dad, "Like a glove!!!"

What's the advantage of being Swiss? The flag's a big plus.

There's been a series of patrol dog thefts. Police say they have leads.

Did you hear about the 2 guys who stole car batteries and fireworks then swallowed the evidence? Police charged one of them and let the other one off.

Have you seen the email going round claiming processed meat causes cancer? I think it's spam.

Why do cows wear bells? Cos their horns don't work

I was wondering why the frisbee is getting bigger ... then it hit me

They laughed when I said I wanted to be a comedian. They are not laughing now.

Major, "I didn't see you at camouflage training this morning soldier." Corporal, "Thank you Sir!"

The neighbour's dog pooped in our front yard. My wife said take a shovel and throw it over the fence. I don't see what that solved. Now we have dog poo all over our yard and the neighbours have our shovel!

Convert your sofa into a sofa bed by merely forgetting your wife's birthday!





# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

OCT 2019



Special October Issue



# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## **MANAGEMENT COMMITTEE**

**Chair:** Barry O'Byrne – 0418936254

barryobyne2007@yahoo.com.au

**Deputy Chair:** vacant

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas – 94016763 treasurer@vmccwa.com

**Communication:** Murray Barnard – 0434215665

ildottore@iinet.net.au

**General Committee Members:** Les Vogiatzakis – 0488915103

les@dgas.com.au, Richard Argus – 0418 934 550

rargus@bigpond.com, Stephen Hills – 0413678604

steve.mag@icloud.com

## **WEB & PUBLISHING TEAM**

**Webmaster, Chatter Editor, Publisher:** Murray Barnard –

0434215665 ildottore@iinet.net.au

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benner@iinet.net.au); & Chas Bayley

## **TECHNICAL OFFICERS**

**CMC Rep:** Les Vogiatzakis – 0488915103

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1<sup>st</sup> Time Examiner and Concessional Licences:** Phil Skinner 94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009

(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617

(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103

les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections: Roger Bowen – Balddivis – 0438945403, Keith Weller – Bushmead – 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah – 0410000617, Colin Brazil – Warwick – 0437607067, Les Vogiatzakis – Dianella – 0488915103

## **OFFICIALS**

**Membership Secretary:** Mario Cudini – 0418212863

membership@vmccwa.com,

**Assistant Membership Secretary:** Mike Blake – 0404692425

mikeblake@iinet.net.au

**Event Coordinator:** Stephen Hills: 0413678604

steve.mag@icloud.com

**Welfare Officer:** Adrian White 0438335563

sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Invigilator:** Chris Davis

**Meeting Registrar/Raffles:** John Laurance

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**PRE-31 SECTION:** Secretary Pre-31: Art Woldan – 93303264, Treasurer: Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

**CLASSIC SECTION:** Coordinator – Jim Douglas 94016763

**POST 70 SECTION:** Chair and Events Organiser: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192. Facebook page: facebook.com/groups/vmccwapost70)

**ALBANY SECTION:** Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

**Pre-31 Section:** Meet every 4<sup>th</sup> Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meeting 3<sup>rd</sup> Monday of each month.

7.30pm Unit 4, 4 Malcolm St, Maddington

**Albany Section** – 1<sup>st</sup> Thursday of the month 7.30pm sharp. Little Grove Albany.

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

**THE VINTAGE CHATTER** is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12<sup>th</sup> of each month. The impossible we do, miracles take longer.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

**Cover:** Andrew Hobday and his Kawasaki 500 triple



# Coming Events

## APPROVED CLUB EVENTS –2019

Wow, what a full calendar we have for the next few months with a great variety of events. The Management Committee has a full calendar of major events coming up and we would love you to get behind them. Riding bikes, enjoying the ride, seeing great machines and sharing the experience with other Club members is what it is all about. The committee and enthusiastic organisers have got behind the Club to bring you a range of events from rallies, social rides, country weekends, workshops and food! So please get behind your Club and support these events. We have some premier events happening: the WA TT which this year celebrates 100 years since the final WA TT in 1919 and the 45<sup>th</sup> commemoration run by the VMCCWA, the *Gypsy Tour* where we celebrate the year with our Albany colleagues, ride by the vineyards and cheese factories of Denmark and enjoy a BBQ lunch beside Princess Royal Harbour and a new exciting event, *Orabandon* in the Goldfields. The Gypsy Tour and Orabandon are social events with the opportunity to ride on new and different roads plus enjoy meals and collegiate company. The Club exists to enjoy old motorcycles, these events give you the opportunity to ride quiet roads and enjoy great scenery, so join in while the weather is perfect.

**22 SEPTEMBER – CHITTERING RUN:** 22 September. Start Caltex S/Sth Toodyay Rd Stratton. Meet 9.00 am for a 9.30 start. Travel through Bullsbrook, Gidgegannup, Toodyay then the Chittering Valley to the Golden Grove Estate for Lunch. Make your own way home from here or travel in convoy with the backup via Gt Northern Hwy to the start point. Contact Steve Hills 0413678604

**29 SEPTEMBER – DGR:** See DGR website to register for the ride and start fund raising for men's health. Venue as last year, Optus Stadium. An area in front of The Camfield will be set aside for VMCCWA members from 9.30 am. Contact: Steve Hills 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)

**6 OCTOBER – WALK THROUGH THE WEB:** A small group workshop is to be run at the Club Unit, Unit 4, 4 Malcolm Rd, Maddington on Sunday 6 Oct 2019, with a focus on browsing the web and using Club online resources. Starting at 10.00am. I also may be able assist with any computer problems, web design, cloud resources, backup, photos or software issues. Tea and coffee will be available. Register for the workshop with Murray Barnard on 0434215665 or email [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au).

**11 OCTOBER – FRIDAY NITE RUN:** Meet at The Coast Bar north car park Port Beach North Fremantle. Stands up at 7.00 pm. Ride up to Hillarys For Meal and refreshments. RSVP by Friday 4th October for meal bookings. Txt Steve 0413678604. Contact: Stephen Hills 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)

**20 OCTOBER – W.A. TT:** 2019 will be the 100<sup>th</sup> anniversary of the last W.A. TT 150-mile race run on public roads. Recent research by Murray Barnard uncovered the fact that the last race was run after the war and not in 1915 as had been previously believed. The First World War made racing impractical during the war's duration. After the war local Road Boards were reluctant to approve racing on public roads due to the danger and risk of injury to normal road users. However, in 1919 the W.A. Motor Cycle Club obtained approval to again run the W.A. TT. This event turned out to be the last held. The theme for the 2019 W.A. TT will be to commemorate the 100<sup>th</sup> anniversary of the last 150-mile race held in 1919. Ride & display in York. Participant's bikes must be licensed (club or full) and 25 years or older. Starting from Mundaring Station Masters House car park, cnr Nicol & Jacoby streets Mundaring. Meet 9-9.30am - Bikes under 70kph off at 10.00am. Bikes over 70kph off at 10.30. Travel to York via Gt Eastern Hwy and Lakes roadhouse. Arrive in York for Display and refreshments. New events trailer will be on site at Avon park with Tea, Coffee and cool drinks for members. There will be a German car display there with food trucks serving German delicacies. Older bikes will have an area cordoned off in front of The Motor Museum for Display. Return via Northam, Toodyay, Gidgegannup, Stoneville to Mundaring start. Mundaring Pub for refreshments. There is plenty of trailer parking and public toilets at the start. Route sheets will be provided. Older machines are encouraged ridden or trailered. York Council is reserving parking outside the Museum for older machines, especially those close to the period of the TTs. Please bring your machines to display even if you aren't riding them. Contact: Stephen Hills 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)

**27 OCTOBER – Aero Club Fly-in Serpentine:** Contact Jim Douglas for details – 94016763 [treasurer@vmccwa.com](mailto:treasurer@vmccwa.com)

**3 NOVEMBER – DAM EARLY RUN:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$3 for back-up plus \$5 which covers breakfast. Contact: Chas Bayley, 94903345, [chasbayley@hotmail.com](mailto:chasbayley@hotmail.com)

**9/ 10 NOVEMBER GYPSY TOUR:** The *Gypsy Tour* is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard & Albany Section, 0434215665, [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)

**24 NOVEMBER – XMAS BBQ:** Details TBA

**30 NOVEMBER – ALBANY SALVATION ARMY CHARITY RUN:** Organised by Albany Section of the VMCCWA, by enthusiasts for enthusiasts, fund raising for the Salvation Army. Contact Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com)

**1 DECEMBER – PETER GROUCOTT MEMORIAL RUN:** Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Contact: Barry O'Byrne, 0418936254, [barryobyne2007@yahoo.com.au](mailto:barryobyne2007@yahoo.com.au)

**1 DECEMBER – JOONDALUP TOY RUN:** Check Bike's Unlimited website for details

**5/8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE:** Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. Richard Argus can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)

**26 DECEMBER – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed timetable, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)



**THE BUSSELTON TWO DAY – CANCELLED:** The Busselton 2 Day rally planned for October 2019 has been cancelled. Barry thanks those who did enter. Entry fees will be refunded.

**THE WA TT: 20 OCTOBER 2019 - 100<sup>TH</sup> ANNIVERSARY OF LAST W.A. TT HELD:** This run is one of the major events of the Vintage Motor Cycle Club of W.A. annual calendar. As the name suggests the run commemorates a famous 150 mile Tourist Trophy Race (W.A.T.T.) first held in October 1912. The last W.A. TT was held in 1919. The start was at the Norwood Hotel, Lord Street, East Perth with entrants departing at intervals based on a handicap system. The 150 mile race went from Perth to York, Northam, Lloyds Crossing and returning to Perth. The first race was held on the 21<sup>st</sup>.October 1912 with some 14 starters and only 8 riders completed the event. An achievement to be appreciated considering the machines and road conditions at the time. The first place went to an entrant riding a 2 ¾ HP New Hudson in a time of some 4hours and 23 minutes at an approximate average speed of 34 miles/hour (55 km/hour). The VMCCWA has re-enacted the Inaugural W.A. T.T. each year since 1975. The 2019 Centenary WA TT will be held this year on 20 October. Participant's bikes must be licensed (club or full) and 25 years or older. Starting from Mundaring Station Masters House car park, cnr Nicol & Jacoby streets Mundaring. Meet 9-9.30am. Older machines are encouraged ridden or trailered. York Council is reserving parking outside the Museum for older machines, especially those close to the period of the TTs. Please bring your machines to display even if you aren't riding them.





## 8 – 11 NOVEMBER GYPSY TOUR: PLEASE REGISTER INTEREST

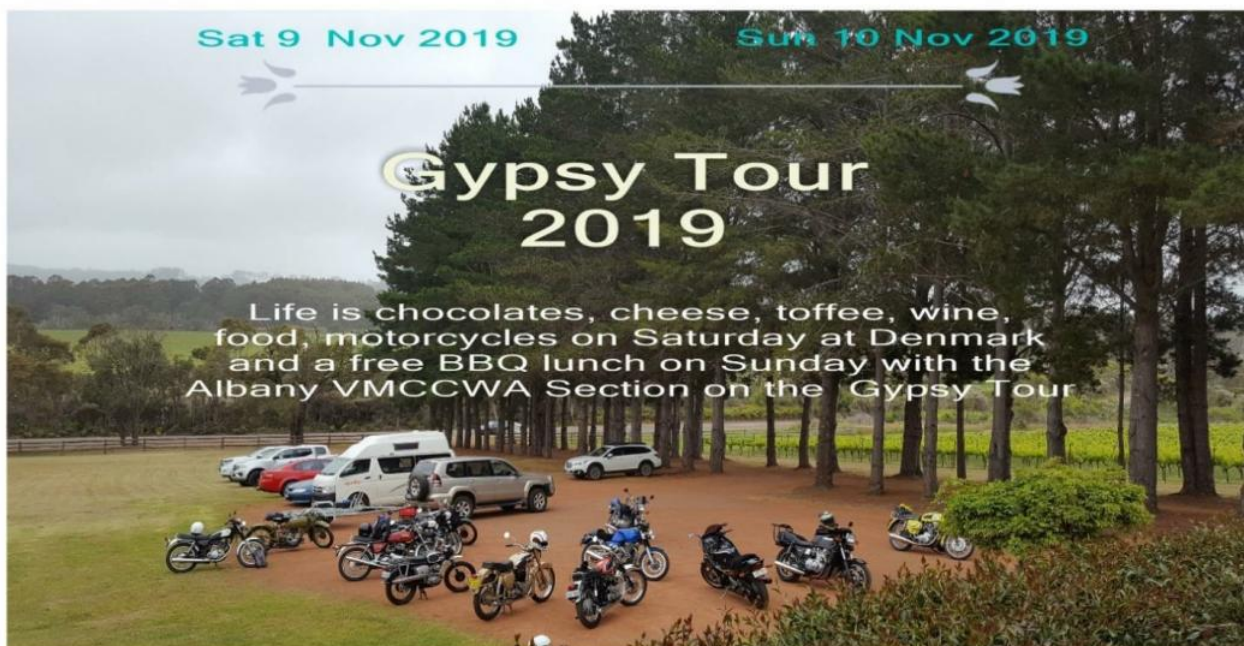
**IT'S ON!** The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. This is a collegiate Club Event aimed at building & maintaining relationships between City and Albany club members.

There will be a run on the Saturday via a cheese farm, vineyards and a toffee factory for lunch. Throw in a ride down to William Bay and we have not just a spectacular and scenic ride though the hills and forests of Denmark but also a stopover at one of W.A.s most beautiful coastlines. BBQ in the evening at the Rivermouth camp kitchen,

We meet up with the Albany Section on the Sunday for a ride together, followed by a *free* BBQ lunch at the Albany Section clubrooms. The clubrooms are located under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Beautiful. Backup will be provided for the Saturday and Sunday runs. All machines welcome, old or new. No bike? Come by car. The aim is to be relaxed and enjoy a sociable weekend away with fine food and drink. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark.

**To help with catering and planning of the event, please register your interest now.** Contact: Murray Barnard , 0434215665, or email [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). There is no entry fee.

Name:	Accompanied by:
Ph #:	Email:



### ~ Enjoy a great weekend riding & socialising ~

Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard & Albany Section, 0434215665, [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)







### 5 / 8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE: PLEASE REGISTER INTEREST

Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus.

#### Itinerary:

**Thursday 5th December** - BBQ at the historic Union Hotel.

**Friday 6th December** - We cruise to historic Ora Banda. Along the way we stop at Mt Charlotte reservoir, then pass by Paddington. Other stops at a Gnamma hole, and the Ora Banda cemetery, before a ride around the Ora Banda townsite. Then on the return leg; a Broadie Burger at the Broad Arrow Tavern. Onwards to Kalgoorlie and the Super Pit lookout. Then a visit to Ken Marshall's shed to view bikes, followed by the last stop to view a significant private collection of classic bikes. Evening concludes with a fine buffet at the Overland Motel.

**Saturday morning 7 December:** we participate in the annual Toy Run between the twin towns of Boulder and Kalgoorlie. After we will travel west to Burbank's then back to Coolgardie and time to see historical buildings and sites. After lunch we head south to Kambalda. Those wishing to do the shorter leg return to Kalgoorlie. At Kambalda there will be a refreshment stop, then onwards to nearby Red Hill and the lookout over Lake Lefroy. Then the final leg to Kalgoorlie and the workshop. There is a special event planned for Saturday night to close Orabandon 2019.

**Sunday 8th December** is St Barbara's Day; one of the major events in Kalgoorlie's calendar. St Barbara is the patron saint of miners, and Hannan Street is closed for parades of mining equipment. Worth seeing.

Richard can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)

*To help with catering and planning of the event, please register your interest now. Contact: Richard Argus , 0418 934 550, or email [rargus@bigpond.com](mailto:rargus@bigpond.com). . There is no entry fee but backup fees may apply.*

Name:	Accompanied by:
Ph #:	Email:





## OLD IRON CLASSIC MOTORCYCLE SHOW 2020

OLD IRON CLASSIC MOTORCYCLE SHOW

CLASSIC MOTORCYCLE DISPLAY

PERTH MOTORCYCLE SWAP MEET

CENTENARY MOTORCYCLE SHOW

LOCATION

CONTACT

PHOTO GALLERY

CATERING

DISPLAY ENQUIRIES/SPONSORSHIP

VMCCWA HOMEPAGE

FACEBOOK

22 MARCH 2020

The Old Iron Classic Motorcycle Show – Celebrating 100 Years of Motorcycling – 1894 – 1994

OLD IRON

The Old Iron Classic Motorcycle Show and Swap Meet is organised annually by The Vintage Motorcycle Club of Western Australia (Inc). The biggest display of vintage and classic motorcycles in WA.

*(The Classic Motorcycle Show and Swap Meet are run by the Vintage Motorcycle Club of Western Australia (Inc). The Vintage Motorcycle Club of W.A. (VMCCWA) is a non profit association run by unpaid officers and volunteers. Any profits are used to cover costs, are invested in facilities to preserve and maintain old motorcycles or used to assist charities or local community organisations.)*

FACEBOOK

See more on the VMCCWA Motorcycle Show & Swap Meet Facebook Page- [click here](#)

CONTACTS

Trade display enquiries – Jim Douglas – 0847107700

Old Iron Classic Motorcycle Show


22 March 2020

comprising 3 main attractions

The Annual Classic Motorcycle Display,  
The Perth Motorcycle Swap Meet &  
The Centenary of Motorcycling Show

VMCCWA Classic Motorcycle Show

Vintage, Veteran, Post Vintage, Classic and Post Classic Motorcycle Displays will be held in the Main Exhibition Hall. Many of the VMCCWA machines on display can be seen on this page: [Classic Motorcycle Display](#)



*Displays on the history of motorcycling will also be in the main hall*

SWAP MEET DETAILS

Swap Meet Sellers entry 8:00am , pack-up by 1:00pm  
(Sellers fee \$20/stall)

Gates Open for Public entry from 9:00 am until 1:00 pm  
(Public Entry Fee: \$10 each, children free)

OPEN TO THE PUBLIC

Everyone is welcome to view the vintage and classic motorcycle displays and participate in the swap meet.

**Food and refreshments available.**  
**Free off street parking available** (access from Station St)

LOCATION

The Motorcycle Show & Swap meet is held at the Cannington Showgrounds on Albany Highway Cannington.

Free Parking available for buyers in main public entry off Station St. Sellers also to use this entrance.

Disabled parking on application at the gates

The Old Iron Motorcycle Show is a major annual promotional vehicle for the Club as well as providing a service to Club members and the motorcycle community. As such the focus is on promoting the Club and there will be material on display on Club resources such as the library and parts store but also promotional material on Club events and activities.

For 2020 there are 3 main components of the Old Iron Classic Motorcycle Show planned. These are:

- The Annual Classic Motorcycle Show (i.e. the Club display in the Main Hall). VMCCWA machines on display with public information boards on individual motorcycles and also display boards on the history of motorcycling as well as the Club. Trophies and prizes will be presented to members in several categories of machine.
- The Perth Motorcycle Swap Meet, as usual for motorcycles and motorcycle related parts and accessories. Trade displays will also be encouraged, and
- The Centenary of Motorcycling Show. Members of the public with bikes which are manufactured prior to the end of 1994 (i.e. over 25 years from manufacture) and other clubs will be invited to enter the Centenary of Motorcycling in Australia motorcycle show which will be held in conjunction with the Swap Meet and Classic Show. Trophies and awards will be made to members of the public, again to specific categories of machine. This display will be held on a lawn area of the Cannington Showgrounds.

The Old Iron Motorcycle Show as described above has been promoted online on the web and on Facebook and has attracted a good response from the public already. A sub-committee is in place for the Old Iron and several meetings have already been held and planning is well advanced.

The machinery Preservation Club has also been invited to put on a display.

**22 MARCH 2020 – VMCCWA OLD IRON CLASSIC MOTORCYCLE SHOW:** Cannington Showgrounds. Registration for the Club Display is [open now](https://www.vmcwa.com/classic). Note the date now. See details online [vmccwa.com/classic](https://www.vmcwa.com/classic)



**PLEASE REGISTER INTEREST ASAP**

The Club Motorcycle Display is being planned as we speak and the theme is 100 years of motorcycles in Australia (i.e. 1896 to our cut-off period which is 1995 in 2020). Again, the club is seeking club eligible machines for display. Similar to last year we are looking at producing display boards which will provide information and photographs relevant to the machine on display.

Because of the large amount of work involved in producing display boards the Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club.

To register machines for the display contact Murray Barnard via phone or email at 0434215665 or [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). Provide photos of your machine if possible. Minimum details required are:

Machine:	Make:	
Model # or Name:	Date of manufacture:	
Your name:	Phone #:	Email:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible.







**NOTICE OF AGM:** The club AGM will take place on the 6th of November 2019 at the club rooms starting at 8 pm. If you wish to nominate for a position on the club committee, a form is included on the print mailing slip. Forms must be completed and returned to the Secretary by **8 October 2019** at the latest. The club will be looking to fill the following positions: Chair, Deputy Chair, Secretary, Treasurer, a specified position, skilled in print and web communication, & general committee members. Please note the need to complete a declaration if accepting a nomination.

**MEMBERSHIP RENEWALS FOR 2020:** please note that a membership renewal form is included in this Chatter and also online. Get in early please. Fees have not increased and the Single and Family member classes have been combined at no extra cost for Metro and Country members. Annual fees are due by the 31st of December each year. Renewal reminders will not be sent to members, however a renewal form will be found in the Chatter and online. If fees are not paid by 31st December you will be ineligible to vote at general meetings, unable to access the parts store or library and will not receive a Vintage Chatter. Late payment after 31 March each year will ultimately result in the member having to re-join and pay the additional application fee. All members are expected to renew using the Renewal form. This being necessary to update any changes in member details.

I am asking for members help when paying the dues, please use the renewal form so that we can keep the database details accurate and up to date, particularly address and email changes also phone numbers. If paying online please be sure to include your name first on any description, if we don't know who paid it we can't update your status.

Laminated membership cards will not be provided this year. Proof of financial membership will be provided by email to those online and by mail to others. *Mike Blake (Membership Assistant)*

#### **PRECIS OF MANAGEMENT COMMITTEE MINUTES – 10 JULY 2019:**

1. Rod Marriott met with the committee to present his ideas on the Club. Committee endorsed his suggestions and asked Rod to look at one in particular – more detailed job descriptions for officials
2. Updated list of Authorised Vehicle Examiners issued by CMC to be published in Chatter and posted online
3. Updated by-laws reviewed after member feedback are ready for release to General Meeting.
4. Meeting noted that Monthly Meeting minutes are published on the Club website.
5. Agreed to purchase enclosed trailer to carry items needed for events as suggested from the floor at the July Monthly Meeting.
6. Chris Davis appointed as Club Invigilator.
7. Les Vogiatzakis appointed as CMC representative.
8. Sub-committee to meet to plan Old Iron Show for 2020
9. Membership application fee for new members raised to \$30. All other fees unchanged for 2020
10. Club procedures updated to capture changes to membership classes, meeting standing orders and management committee code of conduct.

#### **PRECIS OF MANAGEMENT COMMITTEE MINUTES – 11 SEPTEMBER 2019**

1. New member: Robert Bruce Edgar
2. WA TT Commemorative Chatter Edition to be published
3. 1920s triumph? gearbox – offers to Treasurer. Display in parts store, not to be sold, only by auction.
4. Walk through Web workshop– 6 Oct 19
5. Nominations for c'tee in October Chatter
6. Membership Database software updates – expense \$600 to date
7. Bike display at York for York TT
8. Orabandon – full itinerary for the weekend, backup to be provided

**VALE – NOEL CAVANAGH:** Sad to report that Club member Noel Cavanagh passed away on 8 September 2019 at the age of 84. Noel loved his AJ's and also rode a Honda CB77 and a Triumph T140.

**SUGGESTIONS BOX:** Frank Ockwell used the online suggestions box to ask why members could not logon to the club website to access or update their contact details/machine records. The simple answer is that access to the Club website is by a generic password so if private records were kept on the Club website then they could be accessed by any and all members. The next issue is that membership and machine details are maintained on a database separate to the Club website. There is no connection between the two systems and there is no mechanism on the database for individual access to records. There is however, light on the horizon, because the committee is trialing a proprietary online database that may allow for individuals to access their records. This has yet to be tested. Early days yet, no promises, the main priority is to have a records system which is easy to use, reliable and less time consuming for Club officials to maintain. If the spin-off is member access then all the better. Thanks for your question, Frank.

**STATUS OF CLUB RULES:** A suggestion was made at the August 2019 Pre 31 Section meeting that the Club Rules have never been registered with the Department of Mining, Industry Regulation and Safety. In reality, the Club Rules were lodged with the Department in August 2016 and accepted in writing by the Department in September 2016, which accords with the Act requirements. The Club Rules, (otherwise known as the Model Rules) are on the Department's website and can be downloaded if required. On any question such as this it would be more appropriate for the Section to approach the Club Secretary to establish the facts before publishing false rumours.



Government of Western Australia  
Department of Commerce  
Consumer Protection

Our Ref: Job No. 1693112  
Enquiries: Telephone 1300 30 40 74

Mr James Douglas  
PO Box 858  
HILLARYS WA 6923

By Email [secretary@vmccwa.com](mailto:secretary@vmccwa.com)

06 September 2016

Dear Mr Douglas,

ASSOCIATIONS INCORPORATION ACT 1987  
THE VINTAGE MOTOR CYCLE CLUB OF W.A. - A0750092T

I refer to the Notice of Special Resolution received by this office on 04 August 2016. The amendments to the Association's rules have been accepted as lodged with effect from 6 September 2016

Should you require any further information in relation to this matter please contact the Associations Registration staff on 1300 30 40 74.

Yours sincerely

for  
Commissioner for Consumer Protection



Government of Western Australia  
Department of Mines, Industry Regulation and Safety

## Association documents

Start > Search > Documents

Select the required documents from the list of available documents, then click on Che

### Association details

Association number (IARN): A0750092T  
Registered name: THE VINTAGE MOTOR CYCLE CLUB OF W.A.  
Date of incorporation: 08/07/1975  
Jurisdiction: WA  
Association status: REGISTERED

### Available documents

Once you have checked out and paid, most documents will be available for immediate

Documents before 2012 are not available for immediate download. These documents

Document date	Type
Current	Extract of the Register
14/11/2017	Information Statement
31/10/2016	Information Statement
19/08/2016	Association Rules

**BRIAN RODWELL INJURED:** Sad to report that Brian Rodwell was badly injured when he crashed his AJS 350 at Lake Perkollilli on Saturday 14 Sep 2019. Brian was flown by the RFDS to RPH that night. I am sure everyone is wishing him a quick recovery.

### VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019: - Regalia Officer - Andrew Hobday - 0411 358 428

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10	Machine Badge (Metal)	\$20

**MACHINE ELIGIBILITY:** the question of machine eligibility was raised at the recent general meeting. There was a suggestion that machine eligibility was not in Club procedures. To clarify, machine eligibility is described in Procedural Instruction #5 which is on the Club website. The key elements of machine eligibility are that the machine be over 25 years of age, be largely original and true to the period for inclusion on the club register. This definition is used by dating and appraisal officers in assessing club eligibility. These officers have full autonomy and exercise flexibility to assist members in getting their machines registered. Road worthiness checks are entirely independent of the Club and conducted by DoT approved machine examiners.

**CLUB OFFICIALS:** A word of thanks to all the Club officials who quietly work away at making the Club a reality. Dating officers, appraisal officers, CMC rep, Parts store, library, unit caretaker, machine inspector, proof readers, invigilator, registrar, membership secretaries, event organisers, club regalia, meeting registrar, welfare, backup drivers, property manager, section officials, committee members and Club officers. Then we have those who pitch in for busy bees, trailer refurbishment, BBQs, Motorcycle Show gate team, display team, swap meet coordinators and tea and coffee at monthly meetings. The list goes on. This core of active and



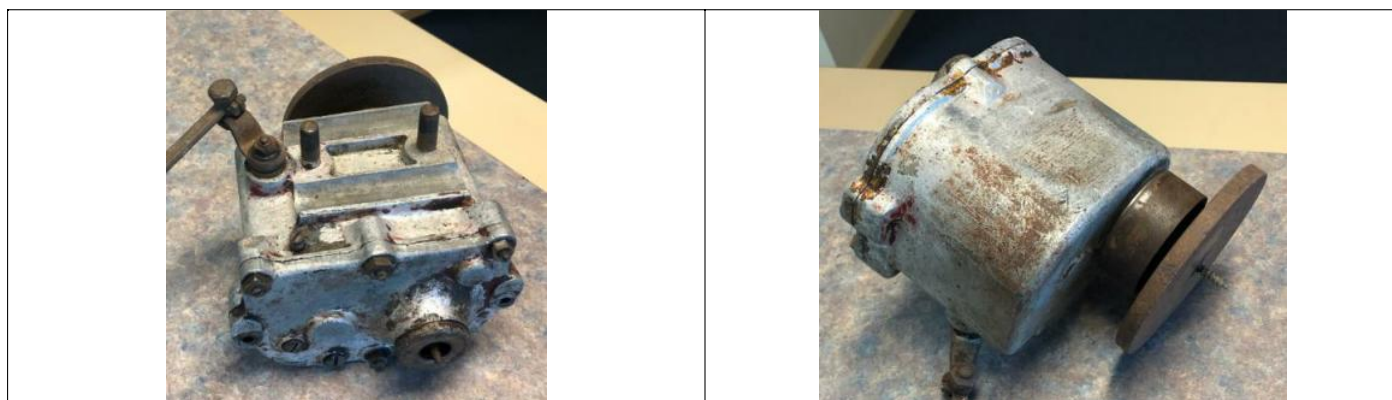
concerned members is the engine of the Club so give them the support and respect they deserve. *They after all are members just like you and I. They pay the same fees as you and I. They deserve the same consideration as any other member.* Even more so they deserve recognition for the work they do and remember they are all volunteers with family and work considerations to juggle and balance with Club demands.

**DISCIPLINE ACTION:** Mr Paul Peghini, member of the club, was suspended for 24 months, wef 21 August 2019, under rule 15 of the Constitution.

**CLUB WEBSITE:** Between Chatter issues, the club website is the place to go for latest news or event changes – i.e. vmccwa.com. Some recent changes include the uploading of all Chatters since the beginning of 2006, the odd one is missing, but there are over 160 issues on the website. There is now a public website for the promotion of the Centenary W.A. TT. As well there is a suggestion box where you can make positive suggestions for change and improvement which will be looked at by committee. Also, when you post an ad on the Classifieds site, an email will now be generated alerting the chatter Editor. In this way your ad will be captured for the next Chatter edition. Small steps for man, big steps for the Club!



**OFFERS INVITED:** A 1920s gearbox has been donated to the Club. It is believed to be a Triumph gearbox. The gearbox can be inspected at the parts store. The Committee feels that a significant item such as this should be made available to all members. As such offers are invited. Please send or email offers to the Club Treasurer by COB 8 Oct 2019.



**IMPROMPTU RIDE LOG:** Logging an impromptu run on a 404 machine is easily achieved by either emailing the secretary or more quickly by logging onto the Club website at vmccwa.com/log. Simply enter your name, member #, machine, date and email address and you are logged. Include names of other riders as well to capture when more than one machine is in use.

**VMCCWA Club Log**  
Log intention to ride a 404 Machine

HOME 🔍

## Home

This site is made available to club members to log their intended use of a 404 licensed machine in accordance with Department of transport requirements and Club rules.

By making a booking on the calendar on the right, an email will be sent to the Club Secretary advising of your intention to use a 404 machine in an impromptu event. The Club Secretary will be advised of your booking. You will receive an acknowledgement email of your logging request.

Where you are logging for more than one club member please include their names in the "Detail" section of the request.

DoT requirements are:

- Use of a vehicle participating in an impromptu event involving one, or more vehicles, may be acceptable, and must be recorded in the club's official 'Run Log', and
- the vehicle may be driven by an appropriately licensed driver for road testing or maintenance related trips within a 30 kilometre radius from the place where the vehicle is garaged or repaired. *In exceptional circumstances where a longer journey is necessary, such travel must be reasonable and justifiable by the vehicle operator. The details must be recorded in either the club minutes or the official club 'Run Log'. A letter of approval from the club must be carried in the vehicle for the duration of the journey;*

## LOGGING IMPROMPTU RUNS

This site is for logging 404 machine use in accord with Department of Transport requirements and Club rules. To log an event, please click on the relevant date, enter your name and email address, Write a short description of where your run will go and if there will be any other riders. Please include names of additional riders,

LOG IMPROMPTU RUNS HERE – SELECT A DATE AND COMPLETE DETAILS REQUESTED THANKS

September 2019						
SU	MO	TU	WE	TH	FR	SA
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

05 - Available    - Booked

## MINUTES OF THE VMCCWA GENERAL MEETING – 4<sup>TH</sup> SEPT 2019 - HELD AT WATTLE GROVE COMMENCING AT 8.00 PM

Acting Chairman: Les Vogiatzakis, Secretary: Apologies, Treasurer: Jim Douglas - minutes taken by Jim Douglas

Members Attending: 64 and no visitors

Apologies: Harold Dewar, Colin Tie, Barry O'Byrne, Nic Montagu and Richard Argus

The meeting had the required numbers for a quorum. Rex Edmonson gave his light-hearted approach to members with some anecdotes. The microphone user for the evening was volunteer Rob Rowe

Welfare Report: Adrian White: Clive Glands fell on the floor and could not get up. Give him a call to cheer him up. Bob Reese from Albany V&CMCC is back in Perth after the accident in Africa. He remains in hospital.

Prospective New Members: No new members this month.

Previous AGM or General Meeting Minutes Approved (that being the AGM on the 4<sup>th</sup> July 2018): Steve Hills accepted, seconded Murray Barnard. Trevor Stephenson reported that the previous monthly meeting minutes were incorrect but that will be a subject for the next monthly meeting.

The meeting was convened to consider the changes to club By-Laws as announced in the last Chatter. There were 7 By-laws to be considered by the members. Unchanged By-Laws would not be considered at this meeting and remain in place. The motion to accept every By-law was made by the Chair, Les and seconded by the Treasurer, Jim. The Chair went through each By-Law in turn and outlined the reason for the proposals. Members were given the opportunity to ask questions and give their views on whether they approved or disapproved of each By-Law in turn. There followed a vote on each By-Law in turn. The results of the votes on each By-Law was as follows:

- 1.0 Code of Behaviour: For 33 Against 5. Subject to the proviso that the sentence "Any member found in breach of the Club Rules and by-laws will be ineligible to stand as a club officer, official or committee member." be amended to read: "Any member found in a major breach of the Club Rules and by-laws will be ineligible to stand as a club officer, official or committee member."



4.0 Sections: For 38 Against 10  
10.0 Machine Eligibility: For 42 Against 1  
11.0 Dating: For 49 Against 0  
12.0 Communications: For 51 Against 2  
13.0 Concessional licensing: For 62 Against 0  
14.0 Conflict of interest: For 26 Against 19  
15.0 Approved Club Events: For 43 Against 1  
16. Club Database: For 53 Against 0

The chair declared that all by-Laws amendments proposed at the meeting had passed by simple majority and the By-Laws are now resolutions of the club. Thanks to Chris Davis for counting the votes as the club invigilator.

Secretary Report: Nil

Treasurers report: The report is for the months of July and August. A large number of exceptional expenses in the period, Audit fee from 2018 - \$1595, Insurance - \$916, Chatter costs \$1,225, Membership costs (badges) - \$536, and the purchase of the new club trailer - \$7,839. This gave a trading result of

Trading Income: \$3102 from sale of stock (spares, regalia and raffle)

Trading Expenses: \$714

Fees Income + Interest: \$1852 from members fees and interest

Operating Expenses: \$13,771

Net Profit: -\$9,530

The full finance report available at the front desk.

Web report: CMC report on logging Impromptu rides was interesting and it would appear that our system hits the spot on meeting the requirements. See our website for how to do it without drama. Technical Library has been improved and now easily accessed from the Oily Rag. We are looking at new membership system on-line which was not up to the job last year but has been improved to the point that it may now do what we want.

A public website has been created for the WA TT. It includes a short history of this event in WA. It is 100 years since the last race. More on this from the events co-ord.

A workshop later in the year (probably Oct) for walking the web. Should be of interest for members who would like to learn more about the mysteries of the world wide web.

Old Iron in 2020 will include a Public Display, Centenary of Motorcycling in Australia (1994-2014 i.e. up to the 25-year cut-off). Public and clubs will be invited to display machines over 25 years of age.

Events Report: Steve Hills :

Past Events: Targa West : Art and Trevor were there as club representatives. Other bikes which had a ride from Freo to the park were not allowed in as we arrived too late.

Keiths BBQ was a fantastic event. About 60 + turned up for good food, great company. A super day.

Beverley pre-31 Event had about 13 people riding. The Sunday was apparently very wet.

Future Events: Impromptu invitation Run on Sunday to the AJS Motorcross Club at Barbagello. See Treasurer Jim for details .

Lake Perkolilli is an official club event from 12-16 September.

22<sup>nd</sup> Sept the ever popular Chittering run. See Steve Hills for details.

27-29<sup>th</sup> Sept Historic Motorcycle racing is on at Collie. Not an official run but worth noting.

29<sup>th</sup> Sept Distinguished Gentleman's Ride which is for a good cause ,men's health. When your bits start falling off remember your contribution. This is an official ride.

20<sup>th</sup> Oct WA TT being organized by Steve Hills. Watch this space for information on the new format of this event.

Chas Bayley was open to a change in date for his Dam Early ride due to clash with Albany Hill Climb.

Dating Reports:

Pre-31: Michael Rock: No report

Pre-70: Maurice Glasson: No report

Post 70: Les Vogiatzakis: 1970 Honda CX500, 1981 Yamaha XS1100, 1976 Yamaha RD250, 1973 Moto Guzzi V7, 1972 Norton Commando 750.

Also inspected three bikes: 1991 Harley Davidson FLSTF, 1992 Harley Davidson FXRSP and a 12981 Yamaha XS1100.

First Time Examination: Phil Skinner: No Report

Registrar Report: Lat Fuller: First time to 404, Dennis Cranston with a Triumph W. Full to 404 license: 2 Harleys Peter Lomas, Suzuki GT750 Jeff Sanders, Yamaha XS1100 Raymund Beinke. Transfer of ownership: Honda CB72 Stephen Hills to Greg Eastwood, Moto Guzzi Stephen Hills to Chris May, Triumph 3T Don Price to Robin Webb.

Other Reports:

Membership Report: No new members this month

Library: No report

Spares: Chas back from holiday, Keith away for a bit

Points Report: No blood-chits are being received

Regalia: No Report

CMC Rep: Les V: Our way of recording an Impromptu ride seems to be much better than many other clubs. Further discussions will occur with CMC on this subject. The CMC recently upgraded the 404 rules with a booklet recently. Details are on our web.

General Business: Make sure we recognize the ACROD sticker at the clubrooms. One member with a stick was unable to park close to the meeting room this evening.

Brian Rodwell asked if we could go back to having a monthly chatter again. With the workload of the one member undertaking the task it is currently not possible. However, if more volunteers came forward with content then a chatter could be produced more often. A straw poll of members at the meeting show slightly more in favour of the current arrangements than the once a month request.

John O'Brien asked if the club could give vocal support to the Historic Machinery club currently facing eviction from the Railway Workshops.

Bits and Pieces:

Lionel Rudd asked if anyone has a jig for straighten frames. It was suggested that Forbes and Mills engineering may be able to help.

John O'Brien asked to the members present to thank Les for Chairing the meeting at very short notice.

Meeting Closed at 10:20 pm

**CLUB BY-LAWS:** Recent amendments were passed in full and the by-laws now capture long standing practice which protects the rights of all Club members. As an Association all members have equal rights and the by-laws now enshrine long standing club practice especially when it comes to being kept informed on Club activities and being given the opportunity to participate in those activities. The club by-laws now current follow.

CLUB BY-LAWS (AS AMENDED AS AT 4 SEP 2019):

**1.0 Code of Behaviour:** All members are to abide by the Associations Act, Club Rules, By-Laws and Procedural Instructions. At all times members are to treat each other with courtesy and respect. This behaviour extends to use of club facilities, services and privileges. Abuse of club officers and officials will not be tolerated. A member must at all times use their club machine in accordance with road courtesy and rules. A rider must have a current driver's licence for the class of bike being ridden. Breaches of the club "rules" will be addressed as discipline matters and can lead to suspension or dismissal from the Club. Any member found in a major breach of the Club Rules and by-laws will be ineligible to stand as a club officer, official or committee member.

**2.0 Club Colours:** The club colours are black on gold.

**3.0 Membership:** Classes of membership shall be determined by the Management Committee from time to time. Life Members and Active Senior Members have full voting rights and any other rights conferred on ordinary members by the rules.

**4.0 Sections:** Sections will generally be geographic or motorcycle related interest groups. Sections and their direction and conduct will be determined by the Management Committee. Sections are intended to be informal in nature and not a "club within a club". Sections do not require a formal management structure. Where sections manage money, they must provide an annual financial statement, to the Club Treasurer, as section funds are accountable as club funds. Where section minutes are taken, they are to be provided to the Club Secretary.

**5.0 Management Committee Roles:** In addition to the designated Office Holders there will generally be five elected committee members who will assume responsibility for specific activities as determined by the management committee. One of the specific committee roles will be the Communications officer who will be responsible for internal and external communication of the association. This officer will need hands-on web admin skills and knowledge and experience of content development and distributing information in print and online. The other 4 committee members will be more general in nature.

**6.0 Patron:** In ordinary circumstances the Immediate Past President shall assume the role of Patron. Failing this the role may be given to member of the Club. In either of these circumstances the Patron shall be elected at the Annual General Meeting and hold this position until the next A.G.M. The Patron has all the rights of ordinary membership as well as voting rights.

**7.0 Club Officials:** The Management Committee, shall from time to time, appoint Club Officials and Assistants to undertake specific duties and participate in sub-committees.

**8.0 Asset Management:** The Treasurer will maintain an asset register and monitor access and disposal of club assets.

**9.0 Spare Parts and auctions:** Only financial Club members can buy parts from the Spare Parts Shed or at club auctions. A member who buys parts/bikes solely with the intention to on sell will be considered guilty of abuse of Club privileges and may have their membership revoked.

**10.0 Machine Eligibility:** Only machines older than 25 years, that meet Club eligibility requirements can be entered by members into approved Club events. Work orders can be issued by the Club whenever a club machine is considered to not meet club eligibility requirements or is unroadworthy. See 15.0 for more detail



**11.0 Dating:** Consistent with By-Law 10.0. all members are encouraged to enter their Machines into the club database. Before the vehicle can be entered it must be dated. Any contentious matters may be referred to the Technical Sub-Committee and where necessary to the Management Committee. All machines must be authentic in appearance and comply with the “spirit of the times” as defined by the Management Committee.

**12.0 Communications:** All minutes of meetings, whether at committee, sub-committee or section meetings will be made available for publication in the chatter in precis form. Information of a personal or confidential nature will be exempt from this requirement. The Club has a single channel for communication to all members and this is the Vintage Chatter. The Vintage Chatter is in two formats, one a paper magazine and secondly by electronic format. Members contact details for distribution of either format will always be kept confidential.

**13.0 Concessional Licensing:** The Club is granted the authority by Department of Transport to support members with an application for concessional licensing under certain conditions. Applicants must be a financial member and must have their machine, (licensed or unlicensed), dated and inspected prior to seeking a concessional licence under the auspices of the club. A CMC1 form will be issued once all the Club and Department of Transport requirements are met. Authority to issue the CMC1 form will be delegated by the committee to manager responsible for 404 licensing compliance. If a member wishes to transfer their 404 registered motorcycle to another “Authorised Historic” club they may do so but the transfer advice to the VMCCWA, needs to be in writing.

**14.0 Conflict of Interest:** All club members must ensure that they observe the Associations Act with regard to conflict of Interest. If in any doubt bring your situation to the attention of the Committee. Severe penalties can be imposed if a member is found guilty of abusing this rule. In this regard, no VMCCWA Club officer or committee member is to be a member of a committee or an Officer of another approved motorcycling Club in Western Australia at the same time.

#### **15.0 Approved Club Events:**

15.1 All Club Events must be approved and minuted by the VMCCWA Management Committee. This is to ensure we meet with DoT requirements for 404 licensing. To be an approved Club event, the activity must be open to all Club members and advertised to all club members in the Vintage Chatter prior to the event.

15.2 No alternative or impromptu event is to be advertised to members on the same day or weekend of a Club Event without agreement of an approved event organiser and the Management Committee. Competing events on the same day will be discouraged.

15.3 All members and visitors will be welcome to Club events. Other Clubs may join by invitation of Committee only.

15.4 Club invitation rallies or events will be approved by committee and communicated in the Chatter.

**16.0 Club Database:** The Club will maintain a database of information of members and motorcycles. Machines and members information will be stored as they are a perpetual historic record of bikes and members.



1937 and a solo motorcycle and a sidecar outfit navigate the traffic at the intersection of William St and Mounts Bay Road. Note: Capitol Theatre in William St, Embassy Ballroom (demolished 1982) and the Sydney Atkinson Car dealership. The Capitol Theatre was demolished in 1968, a lost icon of Perth.

# ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

## ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events - 2019 /20	Trailer Backup
October 13th	Richard Turpin's run	Manfred
November 10th	Gypsy Run. Note: a one minute's silence will be held at The Chalet to remember our deceased riders	Andy
November 30th	Salvation Army Charity Run	Not required
December 8th	Christmas Tree run, & BBQ at Chalet	Required
January 12th	Cambodia relief charity run	Required
February 9th	Lynton and Ron's run	They will do backup

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com) or the section secretary, Roger Bittner, 98446524, email [rokebit81@gmail.com](mailto:rokebit81@gmail.com)

**AUGUST 2019 RIDE – ROBIN'S RUN:** Some people ask why someone would jump out of a perfectly safe plane with a parachute on their back; while many others get their jollies doing just that! Some people ask why someone would shackle a perfectly good motorcycle to a sidecar; while quite a few others find it turns their cranks! So vive la difference! And seeing as there quite a few outfits around town, perhaps we could have a sidecars Club run? Robin Webb decided just that and we all joined in – we like excuses to go for a ride and socialize!! Robin arranged for a visit to Neville and Sheryl Bunker's property, at Kendenup, north of Mt. Barker, resulting in a ride of about 160km via Chester Pass Rd, Porongrup Rd and Albany Highway. Although a bit light on for outfits (6), another 14 solos came along to add to the day; even Albany's weather came to the party. Neville & Sheryl have a very large shed to house their very interesting and varied collectables, including some old Studebakers and they were prepared to allow us to share their memories. Not only that, we were treated to morning tea – tea/coffee with scones, jam and cream! Yes, that went down very well. Heading home a number of riders stopped at the Barker Bakery for lunch, extending their enjoyment of the day. The back – up vehicle only collected one customer - Danny's Triumph 650 outfit that seemed rather fussy about it's fuel not being to it's liking, resulting in hot flushes, so it was taken into protective custody, for it's own good. So thanks Robin, for organizing a different idea for a ride ( perhaps it could be an annual event ?) and a big thank you to Neville & Sheryl for sharing their passion and generous hospitality with us. Looking at all the bikes I wondered where are all the kick starts? The outfits were evenly divided at 3 each way but the solos only produced 4 from 14 bikes. I realize the longer distance discouraged the really old bikes but are our ageing bodies, with declining muscles and metal knees and hips slowly migrating us towards the "electric legs" in order to keep riding? Only time will tell. Speaking of which, we don't have an abundance; so get out there and ride while you still can!

Bernie





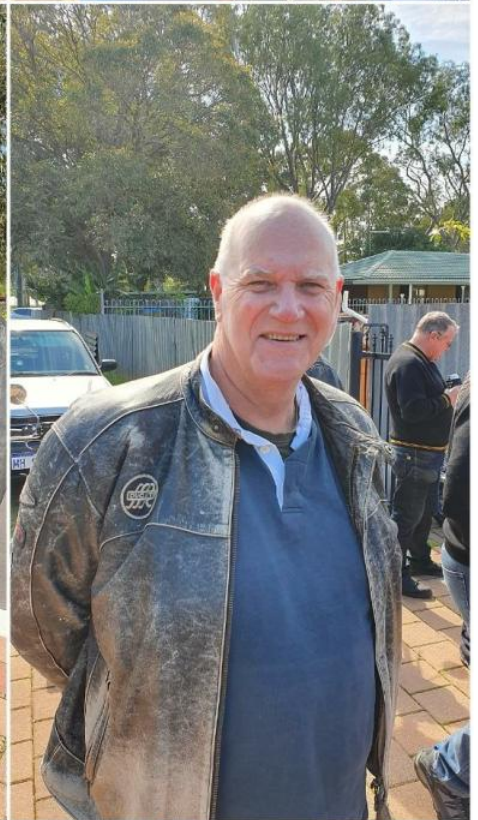
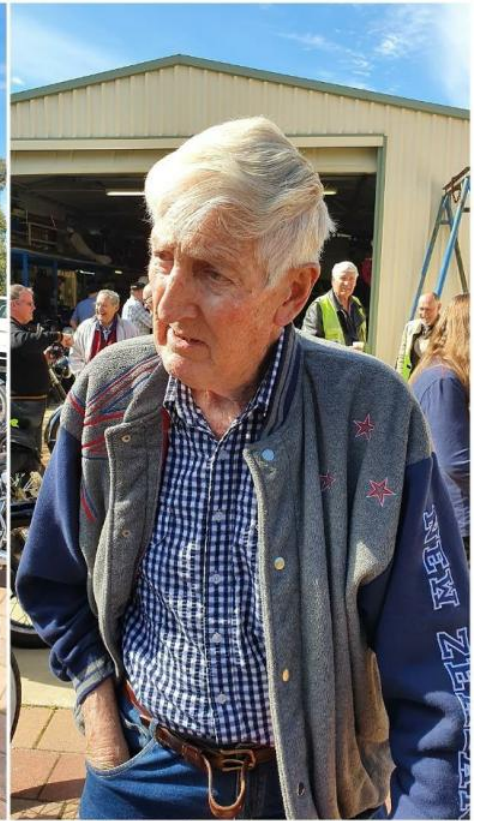
# PAST EVENTS

**KEITH & YANTI'S BBQ – 25 August 2019:** The day started bitterly cold but by mid-morning it had turned clear and warm and great weather for riding and ride they did. A huge turnout ensued for Keith & Yanti's BBQ and shed viewing. So much so that Yanti had to tear off to the shops to get more supplies for the BBQ.

A big crowd gathered to view Keith's machines and hear about their various peccadillos and tantrums. The little Benelli being a bit of a bastard to kick start for example. There was a good deal of chatter and goodwill spread around and everyone seemed to have a great day. Some nice machines were on display as well. *Pics & report by Murray Barnard.*













*Pics below by Phil Morrison*





**August 11 2019 – SHANNON'S IN THE PARK:** Some of the crew enjoyed an impromptu ride along the river on a fine day on the way to the City Centre. *Pics by Steve Hills*





## Numb Bums and Oil Leaks

It's fashionable for big trucks to have a name on the bug deflector mounted on the bonnet. Some are very amusing, some not so, but one humorist driver had me fooled for a moment, on the clear Perspex deflector a name seemingly written in a foreign alphabet.

“TOIDI”

From the truck drivers seat within the cab, it read “IDIOT.” - *Adrian White*



**POTTED HISTORIES: ADLER** - Heinrich Kleyer of Frankfurt-am-Main created the Adler brand. By 1928, only Opel and BMW sold more cars in Germany than Adler. Before diversifying into automobiles – and motorbikes and aircraft – Kleyer's firm was Germany's first large-scale producer of bicycles. Kleyer's life in the locomotion business began when he started importing high-wheeler bicycles from England in 1880.



He had been inspired to do so while working in America as an engineer for a textile machinery maker. At Boston's celebrations for the Fourth of July in 1879 Kleyer saw a speed demonstration of high-wheelers, a parade staged by Colonel Albert Pope, who had started producing Columbia bicycles the year before. Amazed by the speed of the machines, Kleyer surmised that there would be a demand for bicycles in Germany. He arranged a meeting with Pope at his Boston bicycle factory. Unable to meet domestic demand, Pope told Kleyer that he could not sell him even one bicycle at that moment but that English makers had larger supplies.

Kleyer departed for England and, from Coventry Machinists, secured a batch of high-wheelers, and bagged the exclusive agency for the English brand in Germany. He also secured the agencies for Singer and Starley Bros. cycles. He opened

Maschinen & Velocipede Handlung in Frankfurt on March 1st, 1880. Like Pope, Kleyer knew that if he was to make headway, he had to promote the concept of bicycling. In April 1881 he created the Frankfurter Bicycle Club, which organised races. This club became one of the largest and most important in Europe (Kleyer was still a member of the club in the 1920s). Kleyer also built a riding school and a racing track. Also in 1881 he commissioned engineering company Spohr & Krämer to produce his German-built bicycles, branded Herold, Frankfurt and Jugend. After four years of steady growth, Kleyer had prospered enough to buy land on Gutleutstrasse and he built Haus des Fahrrades, the House of Bicycles, a Pope-style all-in-one factory-style showroom, the “best of its kind in the world.” The nine-storey building could house 5,000 high-wheelers and, just as in Pope's original facility, the top floor was a riding school and bike test-ride area. Next door to the Haus des Fahrrades was Germany's first indoor cycling track.

In 1885, via his Mannheim agents, Maschinenhandlung Max Rose & Cie., Kleyer supplied cycle wheels, and probably other cycle parts, to Carl Benz, helping to create the Benz Patent-Motorwagen, the world's first motor car. By 1887, Adler had outgrown the House of Bicycles, and Kleyer built



a larger store on the outskirts of town. With the move, and production of a new Heinrich Kleyer. Safety bicycle, came a new brand name, Adler – “eagle” in German, an imperial symbol of strength. Kleyer was also active in cycle sport. He was president of the German Cycling Union and was an official of the International Cycling Association, the first cross-border body for cycle racing. The ICA was created by Henry Sturmey and its first meeting was held in the Royal Agricultural Hall, Islington, London in November 1892.



Their first motorcycles appeared in 1902, and until 1910 they produced 3, 3.5 and 5 HP machines. After 1910 they ceased making motorcycles and continued with bicycles, typewriters and automobiles. The company was notable in the thirties for their fine cars which included the Adler Autobahn, Trumpf Junior and the 2.5 liter Glaeser bodied Diplomat. After World War II motorcycle production resumed in 1949 with a 98cc two stroke followed by improved 123cc, 147cc, 195cc and 247cc designs.

The 247cc machine had a modern twin cylinder two-stroke powerplant which had some influence on early Japanese motorcycle engine design and may also have been the inspiration for the Ariel two-stroke twins. Adler won many races with air- and water-cooled 247cc street racers, driven by Lohmann, Beer, Luttenberger, Vogel, Falk and others. Some all-terrain motorcycles like the Adler sixdays were built up to 1957. In 1956 Adler merged with Triumph (TWN). The business was taken over by Grundig in 1957, and motorcycle production ceased in favour of office equipment, notably typewriters.

### FIRST IMPRESSIONS OF A NOVICE by Ixion

At this point the semi-technical story of invention and progress on the wide scale may be interrupted to describe the birth and graduation of a private owner. Such a genesis was quite a rare phenomenon at the dawn of the century. In 1900 the total number of motorcycles may have been as low as twenty — no statistics exist. I had my first ride on a motor tricycle about 1899 — possibly 1898. The next year or two were mainly devoted to cycling. Finance was not responsible for this abstinence. The sight of a motor cycle in motion on the roads was extremely uncommon — indeed, I can count such occasions — nor was there anything about them to tempt one to take the plunge.

When I bought my first machine, I did not know of a single private owner of a motor cycle in the large county wherein I lived. The nearest approach to a private owner was a road surveyor who rode a motor tricycle by compulsion rather than from choice, since his large jurisdiction could not conveniently be covered in any other way, at any rate a horse

was the sole alternative; moreover, he owned a large block of shares in the cycle company which built the machine. Within a radius of 50 miles, I knew three men who owned primitive cars. They were all well-to-do and regarded their unusual purchases as extravagances and rather as scientific toys than as either pleasurable or utilitarian locomotion. Possibly they were moved partly by sheer ostentation.

Mentally, across the years, I compare both myself and them with certain later friends, who bought crude samples of the first television receivers. Be that as it may, my own transition from an enthusiastic pedal cyclist to a fanatical motor cyclist happened as shall now be described. It was a tardy and not a volitional progress.

In 1901 a cycle dealer in the centre of Oxford created a sensation by exhibiting a Singer motor tricycle in his shop window. Listed at £75, it was really a fortified pedal cycle plus the addition of a "motor wheel" in its front fork.

This compact little clot of mechanism contained a tiny engine, a tank holding enough petrol for 60 miles, a "surface" carburettor, and a single-gear, spur drive. Ignition was by a Simms low-tension magneto. The rest of the machine, apart from the necessary controls, was literally identical with a pedal tricycle. The finish was wonderful. The machine was enamelled in black, picked out in green and gold. The motor wheel had eight wide spokes on each side, made of highly polished aluminium. The machine as a whole was more than handsome.



This exhibit inspired many an undergraduate to revise his notions of motoring, which until then was generally considered an absurd and perilous hobby, adopted only by lunatics with too much money. Hitherto we had regarded motorists with amused contempt. They threaded the town occasionally, in such small numbers that they attracted public notice. The men wore black leathers, huge gloves, enormous

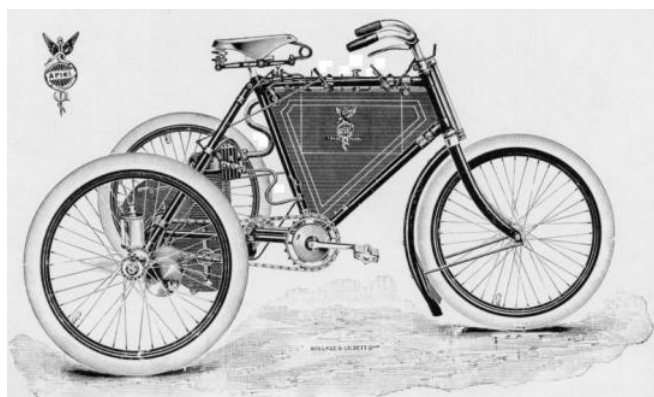
goggles, and, in winter, ridiculous coats of China goatskin. They were normally smothered in dust, which a shower of rain rapidly converted into mud. Their cars shook and rattled. The daily Press recorded how they caught fire, or got out of control down hill. We watched them attempt to restart outside our principal hotels. First, the owner crouched down at the handle, which he wound interminably, sweating profusely. For a time silence alone rewarded his herculean efforts. Then he wrung a few feeble coughs from the mechanism. Next he took a breather and readjusted his levers. More winding — a rattle and a roar. He hastily ordered his veiled, dusty women-folk to take their seats, whereupon the engine stopped, and the ordeal recommenced. Eventually, the engine condescended to run until all were aboard. He then moved a pedal or a handle. The front wheels lifted a foot into the air, dropped with a heavy thud—and the engine once more stopped!



Werner 1897

We were also accustomed to the spectacle of an occasional motor bicycle. One very wet day I watched a soaked and dirty figure attempt to ride past Carfax. He skidded, and fell heavily, as well he might, for the machine was very tall and carried all its mechanism on a small platform above the front wheel, while his tyres were practically bald. As soon as the machine lay flat, it caught fire and burnt furiously. Small wonder, since much of its petrol was split from the tin swish-box which formed its carburettor, while the ignition consisted of a platinum tube rendered incandescent by a petrol burner. This front-driven Werner pardonably impressed me as an unnecessarily complicated form of suicide.

Our convictions by no means prevented us from cadging short trips aboard any and every type of motor vehicle owned by other undergraduates or their rich friends. Such experiments were liable to be both costly and dangerous, facts which never deter irresponsible youth. I can recall quite a number. One acquaintance possessed a motor tricycle—probably an Ariel—of the one front wheel, two stem wheels type.



The rear half of a lady's pedal cycle was bolted to the middle of its back axle, thus producing a two seater with four wheels in diamond formation. This ingenious combination provided a total of four leg power to assist the monstrosity up hills, and we felt we became benefactors whenever we accepted his invitations. But since he did not understand the mechanism in the very least, such parties were apt to get themselves benighted miles out of town, and the proctor fined us £5 a time if we failed to book into college by midnight.

Moreover, the brakes of all motor vehicles at this date were frankly ridiculous. The standard brake of the period consisted of a strip of spring steel formed in the shape of the letter C and placed around a microscopic drum. Its lining must have been a compound of cheap leather and cardboard, for, as soon as it became hot, it began to stink abominably and, shortly afterwards, burst into flames. After which the crew's sole hope of survival was to abandon ship before the pace of the runaway vehicle became too ferocious.

But this Singer deflated such prejudices at sight. It was light, trim, workmanlike and beautiful. We clustered round the window, returned to the window daily, and discussed fantastic plans for raising £75 that we might own a duplicate. (My father allowed me £3 per annum pocket money. Oxford tradesmen of those days offered practically unlimited credit to every undergraduate, aware that they could put the screw on parents before the lad took his degree. It follows that many spirited undergraduates were heavily in debt after a couple of terms). I could devise no method of raising £75, but I approached the cvcle agent for a trial run.

Apparently, no other applicant had gone quite so far. He seemed charmed and arranged that I should cycle to a straight lonely road a few miles out, where he would meet me at 7 a.m., before traffic developed. Both he and I received a violent shock at my first essay. I had never ridden a tricycle, and could not resist the temptation to use its front wheel for balancing, as well as for steering. The immediate effect, of course, was that the tricycle veered powerfully for the ditch. Somehow or other he contrived to stop the engine as he ran alongside. We returned to Oxford, and he gave me a short lesson on a pedal tricycle before our next dawn appointment in the suburbs. This second trial brought disillusion. In 1901 our roads were "water-bound", that is, they were constructed of layers of 2-inch stones, pasted down with mud by a 10-ton roller. The iron tyres of carts, the iron shoes of horses, the disintegrating effects of rain and frost, the drip from overhanging trees, soon destroyed the binding, and the surface began to break up into every type of pothole.

The Singer tricycle had a rigid, spring-less front fork, further trussed into the stiffness of concrete by steel girders. The complete wheel probably weighed about one hundredweight. It bounced up over every tiny hump in the road as a Chubb safe would bounce down the steps of the Monument. It thudded into every pothole as a tank would land after falling over a low cliff. The effect was to loosen the teeth in one's gums, and make one's eyes feel about to quit their sockets. I have since been told that if one opened the throttle boldly, these effects were less pronounced. But I still felt nervous about the ditches on either side, and the engine drove by a small naked cogwheel meshing into a large naked cogwheel, a transmission which is at its worst when the speed is low. I handed the tricycle back to the discomfited agent after a couple of miles, jettisoned all my plans for winning £75 on



the turf, and rode back to Oxford on my push-bike like a scalded cat! My views on the sanity of motorists in general and of motor cyclists in particular were now deeply rooted, and might almost be described as invincible prejudice.

The next incident in my graduation consisted of an accidental meeting with J. van Hooydonk, who later was to become president of the Motor Cycling Club. He was a cycle agent in Hertfordshire, busy experimenting with clipping tiny foreign engines to the front down tubes of pedal cycles, and selling them under his own transfer as the Phoenix motor cycle.



He had ridden up from Biggleswade, and his abdomen probably contained about a quart of road dust by that time. He had stopped outside an Oxford pub to irrigate his interior. Some of us accosted him in playful mood. I was rather taken with his motor bicycle. It accorded with D. S. Heather's canons of beauty, because you couldn't spit through it anywhere. The whole of the frame was filled with metal containers of one sort and another, all beautifully shaped, enamelled, and gold-lined. (They included, of course, a battery case, a surface carburettor, a capacious tool box, the main petrol tank, and a reserve petrol tank between the seat-pillar tube and the back wheel. At that date petrol depots were few and far between except along main roads in the Home Counties).

The machine included a host of clever little gadgets, and certainly bore the stamp of a practical mind. The phoenix, of course, was a mythical Arabian bird, which built its nest of aromatic spices, periodically set fire to its nest by friction resulting from violent wing-flapping, perished in the flames, and anon rose from the ashes lovelier than ever. So, remembering the sad fate of the front-driven Werner, we asked Hooydonk how frequently his Phoenix caught fire, whereupon he became extremely angry. A pint or two calmed him, and we parted good friends, with our anti-motor cycle prejudices slightly eroded.

I still seized every opportunity of talking to motorists and sponging on them for trial runs. Do you ask why? I cannot tell you. Maybe, the eternal engineer who slumbers in every juvenile male, and too often never comes to birth. Maybe, like the Athenians in the days of St. Paul, we loved to hear of some new thing. Freud ascribes most human actions to some sexual motive. It is true that during this period I was in the throes of calf love. My fair maiden dwelt some 18 miles out of Oxford. After a long morning of lectures on some such brain-splitting

subject as philosophy, and an afternoon at the boats, or nigger, or soccer, or cricket, one was bound to dine in college at least five nights a week. The prospect of pedalling 36 miles nightly in all weathers was mildly deterrent.

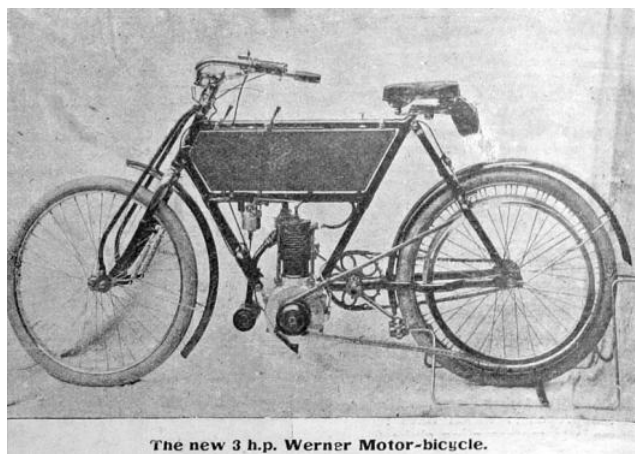
Freud may be right. Perhaps my secret motive was to visit the beloved at a reduced expenditure of fat and sweat. Anyhow, the requisite cash was not forthcoming. I backed horses. I wrote articles for a myriad obscure journals. I secured a freelance post as cage-bird expert to some feathered paper — a t 5s per 1,000 words. But my creditors were growing anxious as my degree examination approached. I left the University with several thousand motoring miles to my credit, but I was still without a motor of any kind.

Having, as yet, no definite ideas about a career, I promptly accepted a mark-time post as senior master to a preparatory school, which specialized in winning public-school scholarships and in passing boys into the Royal Navy via H.M.S. Britannia. My life now became that of a lotus eater. The work was easy and full of interest. We were comfortably housed and magnificently fed. We had plenty of games, both at the school and with neighbouring adult clubs—the headmaster considered it valuable publicity that his staff should make friends with parents in the county. We had every evening free, together with at least half a week-day and the whole of Sunday.

A misogynist friend of mine died a bachelor, because he hated small children. He always said he would have loved to have had a large family, provided one could draw them from store as adolescents, but that to share a house with small children was his notion of Hell. Without going so far as that, towards the end of every thirteen-week term, I found myself growing a little tired of the inane chatter of innumerable small boys. But the school was remote from public transport, and the surrounding country literally bristled with single-figure gradients, which made pedal cycling repugnant at the end of a working day.

It fell on a day that I cycled into the neighbouring town to inquire about a New Rapid pedal cycle. I had read a plausible leaflet about it, which averred that, if you used B-inch cranks and an 84-inch gear, a pedal cycle practically propelled itself. Going into the back shed of the cycle dealer's shop, I encountered a familiar stench, accompanied by a familiar rattle and dense clouds of blue smoke. The agent was tuning up a Werner motor bicycle, perched precariously on one of the portable metal lattice stands of the period. This Werner had developed out of recognition since the days of the ancestor which I had seen commit suttee in an Oxford street. It looked safe, for the standard cycle fork had been superseded by a most impressive reinforced design (two of my friends had been killed by snapped fork blades). The agent drew my attention to other perfections. Doubtless, I knew how the twisted, raw-hide belt of the period slipped? I certainly did. This machine used a fiat leather belt according to the best engineering practice, which I had doubtless observed in all the famous engineering shops? I had so observed such fiat belts. Yes, and, in addition, I was presumably familiar with the coefficients of friction? I nodded sagely; why should I expose my technical ignorance to a tradesman? Well, the new Werner pulley was faced with a series of leather discs, threaded over some dozen steel spindles, and thus easily replaceable when -worn; and, of course, leather on leather furnishes the best coefficient of friction in the universe. More nods. Now he came to the price—a mere £45! I had so nearly been taken for a sucker by the Singer tricycle that I was not

going to swallow hook, line and sinker so fast as that. I said I would think it over and call again.



Never a prudent man, I nevertheless chanced to remember that there was another cycle dealer in the town. I strolled round there to inspect his wares. No, he had no motor cycle in stock—I was probably aware that the demand was immense, and deliveries rather behindhand. But he was county agent—exclusive, too—for the world's best motor cycle, the Ormonde! (I'd never heard of it.) I made careful inquiries, and discovered that neither agent had ever sold a single motor cycle, but that both were hoping to get the first start in the district, and skim the cream of the imminent market. I played one off against the other. Eventually, the Ormonde agent secured my money, with what must surely have been the oddest agreement ever signed between dealer and client. He pledged himself to provide me with the latest model Ormonde at trade price. He further agreed that his mechanic should accompany me (on his racing pedal cycle) for a distance of not less than 50 miles weekly for the first three months. In return I was not to "crab" the Ormonde with my friends or acquaintances. I was also to return it to him on short loan on the eve of every market day, so that he could furbish it up and exhibit it in his front window. In that moment the seeds of motor cycle mania were rooted deep in "my soul, where they have flourished ever since.



I will only say that in some respects the Ormonde was a thoroughly bad motor cycle even for those early days. To cite actual examples:— It had a crude spray carburettor, apparently made of some forgotten metal closely allied to putty. The float needle habitually wore a shoulder on its point every 50 miles, with disastrous effects on the carburation. The

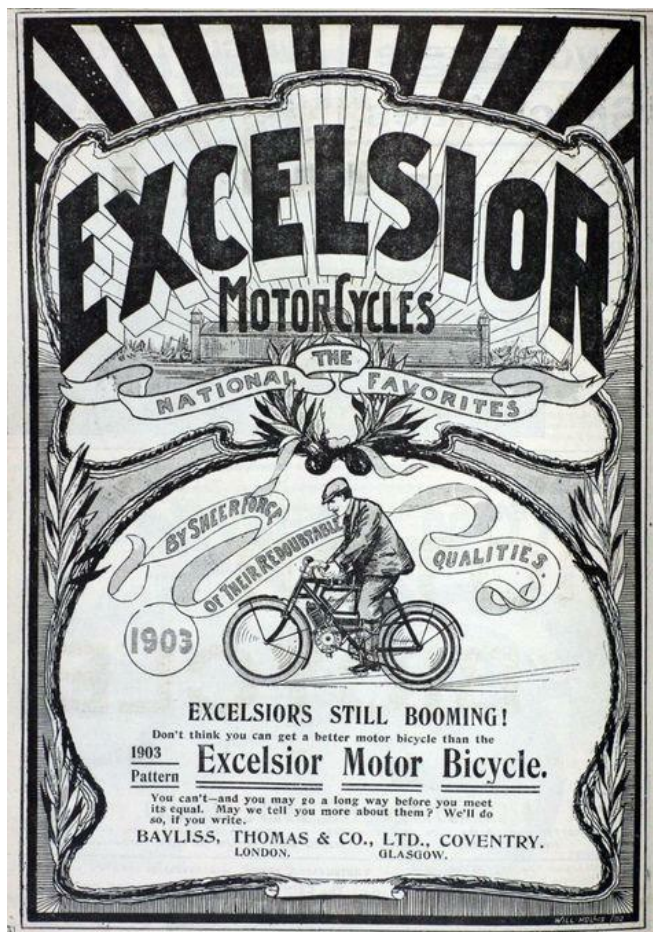
belt drive was probably the worst ever conceived by the mind of man.

The engine was miraculously tucked into the exiguous space between the seat-pillar tube and the back mudguard. This reduced the distance between pulley centres to the absolute minimum. In fact, the belt probably contacted about one-third of the groove of the engine pulley, and no belt in history has ever slipped more readily and perseveringly. (Compare this with the original Enfield 2nd Raleigh motor bicycles, which carried the engine on top of the Aront mudguard, and used a "crossed" belt, running in the form of a figure 8, so that it embraced at least two-thirds of the front pulley). Incidentally, this engine location applied the tip of the sparking plug to the muscles of one's left thigh, which received innumerable shocks therefrom. The electric wiring was not stranded, was insulated with a substance resembling paper, and was threaded through various sharp-edged holes in the metal battery case. The contact-breaker was incredibly flimsy, and required adjustment two or three times a day, as its setting affected the engine timing. The rear brake was an ordinary Bowden-operated, pedal-cycle brake, perfectly incompetent of coping with the stresses involved by a 150 lb mount at 45 m.p.h. Worst of all, the gears and cams of the valve gear were secured to plain spindles by steel pins, which were prone to shear. In spite of these glaring faults, which could so easily have been remedied by any competent engineer, I was not once seriously stranded with this rather naive model. On Sundays I occasionally covered up to 200 miles in the day, including the ascent of some of the worse main-road hills in England, though a single gear of about 4.5 to 1 naturally compelled an owner to pedal on mild gradients, and either to run alongside or simply to push up the steeper climbs.

I never availed myself of the full scope of the agreement which put the mechanic at my disposal. He knew very little more than I did about internal-combustion engines, and was dead keen to learn. He was a magnificent cyclist, and on his light racing iron could keep up with the Ormonde provided I did not flog it on the level. His main usefulness to me was education in the caprices of a shocking electrical layout. There were a hundred ways in which this could fail on the Ormonde. Its sparking plug cost 3d, and was the second commonest culprit, with the shoddy contact-breaker an easy first. In those days we carried a small box-wood case containing a 4-volt electric bulb and a couple of short leads. Having mastered the layout of the circuit, it was then a simple matter to find the particular section wherein the current had ceased to flow. In the early days, of course, the fault was usually in the accumulator — a small, flimsy affair, with celluloid walls so weak that they frequently split and leaked acid. As this absurd component was housed inside the sheet-tin tank, and insulated therefrom merely with corrugated cardboard, the circuit was seldom in action. Fortunately, the cells were a very loose fit in the tank, and packings of thin wood backed by heavy sheet rubber enabled even this silly little battery to stand up to the job. The weakness of the brakes was compensated by wearing stout, hobnail boots, and grinding them down on the road surface in emergencies. The tyres, of pedal-cycle tandem type, stood up remarkably well, and punctures were quite uncommon. A squawk-horn caused a ridiculous amount of trouble, as such reeds are extremely sensitive to dust, and at that date there was not a square inch of tarred road in the British Isles.



By day the belt and by night the lamp were the chief obstacles to progress. The belt was a ply leather type of 5/8 inch V section, made by Dawson, of Lincoln. Owing to the faulty layout, it could never hope to escape slip; but the load on it was small. After every run it was removed, hung from a tall apple tree with a small anvil attached to its lower end to take up stretch. Its sides were rubbed free of grit, and then dressed with patent dubbins. No special motor cycle lamps were as yet procurable. I used a dc luxe pedal-cycle lamp made by Lucas under the trade name of "King of the Road". Being attached by a spring hinge to an ordinary pedal-cycle bracket, it bobbed up and down phenomenally at motoring speeds. This first interfered with the action of the acetylene generator and, secondly, broke the hinge. It was so tiresome that at one period I motor cycled with a 1-inch wick oil lamp! Eventually I procured a German lamp, the Schmidt, affixed by two rigid prongs and altogether more substantially made. In retrospect, the most amazing feature of this crude motor cycle is that, although I rode it many thousand miles, it never once caused me to miss a professional appointment. That fact is, possibly, rather a tribute to my own resource and the mechanic's training than to any inherent virtue of a thoroughly bad machine.



I eventually traded it off for a later Ormonde model with a slightly larger engine and, as that was equally tiresome, I traded the second machine for a Bayliss and Thomas Excelsior. This machine began to introduce me to the real pleasures of motor cycling. It was graced by a 2 & 3/4 h.p. engine, of M.M.C. make, possibly produced under De Dion licence, but certainly a remarkably close copy of the De Dion engine then being imported on French Motor tricycles. It was

slung under the front down tube of the frame, which furnished reasonable belt centres and certainly minimized belt slip. Memory credits it with being far more reliable than the Ormonde, but one factor in the contrast was that I had concluded my novitiate. In two items it was certainly less troublesome than its predecessor. It had a surface carburettor, in which there were no wearing parts whatsoever, though the mixture was apt to vary over bumpy roads. It further boasted the rugged De Dion contact-breaker, which retained its adjustment for long periods. (I eventually substituted a "wipe" contact with a trembler coil, which proved 100 per cent reliable.) Its brakes were even weaker than the Ormonde types. The Ormonde had at least a dependable front brake, consisting of a large rubber shoe forcibly depressed upon the top of the front tyre by an enormous lever resembling a Turkish scimitar. (This gripped well on a dry tyre, but skidded helplessly over wet rubber.) The Excelsior had two Bowden brakes, with small shoes and many tiny parts which fell off much too frequently.

By modern standards the machine must have been grotesquely uncomfortable, for its saddle was small, its fork was springless, and the tyres were only of 2 inch section and were necessarily run practically board-hard. These aspects did not trouble a rider who was young, tough, and had no experience of more luxurious travel. Incidentally, it was tolerably free from a trouble which was chronic on the Ormonde — namely, a seized free wheel. On motor cycles the free wheel was, of course, in practically continuous action, whereas on the pedal cycles, for which the free wheel was designed, the clutch of the free wheel was only required when coasting. The speed of the motor cycle stirred up clouds of dust over untarred roads, so that grit soon penetrated into the free wheel and jammed it. Until the rider dismounted and either dismantled the free wheel or washed out the grit with liberal injections of paraffin, the pedals revolved continuously at high speed to his great discomfort. The Excelsior rejoiced in a specially designed and reinforced free wheel, which could be trusted for, say, 200 miles after every cleansing. In fact, I was now the proud owner of a machine which was fast and reliable — quite incredibly so by comparison with the more complicated designs of the period. I very seldom got stopped on the road by it, apart from the impossibility of climbing any formidable hills under power. Why, then, did I sell it? The answer is simple. Motor cycling is always a solitary sport by comparison with team games or driving a car. Nowadays one can find plenty of companions to share one's rides on their own solo machines. But at this date there were certainly not a score of motor cyclists in my county. In my immediate neighbourhood there were two private owners of small cars; two private owners of so-called "tandems" — heavy three-wheeled cars rated at 8 hp; and not even one motor cyclist, apart from some three cycle retailers. These retailers bought their machines as a speculation in the hope of building up small motor businesses. They regarded them as showroom stock, kept them in new condition, and barely used them except for purposes of demonstration to potential buyers. Consequently, practically all my riding was entirely solitary, and I began to explore the possibilities of companionship. This experiment soon emptied my pockets and introduced me to a wholly novel chapter of suffering, trouble, and painful experience. (*Edited extract from Motor Cycle Cavalcade by Ixion, published in The Motor Cycle 1950*)





*Mick Hutton #92 in the 1950s – Guildford. Mick Hutton ran a motorcycle wrecking business in Beaufort St near Newcastle St for many years. Later in the mid-70s he moved his business out to East Victoria Park near the intersection of Albany H'Way and Welshpool Roads. Mick was well known in the motorcycle world in those days.*



*Thompson's Garage – Manjimup. The business is still operating in Manjimup although with a newer building built in the 1930s.*



*Some great shots of the WA Police lined up behind the Beaufort St Courts in Perth have come to light. The police are admiring their new 1951 BSA 650 Gold Flashes. Even the Queen was impressed!*



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## WANTED:

Hi, I'm looking for a **PETROL TANK** for my 1976 **TRIUMPH BONNEVILLE T140V**. The one that is on the bike is a Indian replica and the cap does not fit properly and leaks petrol. If there is a genuine Triumph one available good, any colour, as I will repaint it to the period colours. I can be contacted on: 0450 794 308 Ken Jordan

## Expiring:

I am looking for the name and phone number of the gentleman who purchased 2 fibreglass moulds from me, for the manufacture of BSA Bantam Mudguards. I need to purchase some guards and have lost my Info book. Please phone Terry Germain (TAG) - 0419 554 735

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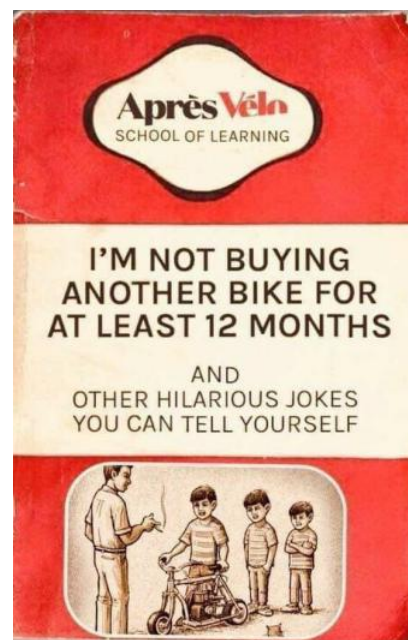
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## Dad jokes:

You can tell an ant's gender by putting it in water. If it sinks, girl ant. If it floats; buoyant.

My Dad used to roll me down a hill in a tyre when I was a small kid. They were Goodyears.



## Motorcycle Lift stand being tested:





## VMCCWA COMMITTEE NOMINATION FORM - 2019

Nominations are now invited for any **one** of the following positions, either:

Chair, Deputy Chair, Secretary, Treasurer, Communication or General Committee Member

Nominations must be submitted, in writing, to the Secretary **by 8 October 2019** at the latest.

### NOMINATION

I wish to nominate (name of person):			
For the position of (insert position title):			
Name of nominator (Please print):			Membership #:
Signature:			Date:

I give the following reasons for the nomination, which will be read out at the AGM (include specific qualifications where required by the position):

### NOMINEE

Name (Please print):	Membership #:
----------------------	---------------

**Declaration:** In accepting the nomination, please certify that you satisfy the following restrictions by appending your signature below:

I have not been convicted of, or imprisoned in the previous five years for: an indictable offence in relation to the promotion, formation or management of a body corporate; an offence involving fraud or dishonesty punishable by imprisonment for a period of not less than three months; or an offence as a Committee Member in incurring debt under section 127 of the Associations Act; I am not an undischarged bankrupt or a person whose affairs are managed under insolvency laws.

I further certify that I have read the Legal Responsibilities of a Committee Member & the Committee Member Code of Conduct (online at <http://vmccwa.com/misc/07.pdf>). I acknowledge that I understand the legal requirements of a committee member and confirm that I will comply with the expectations in the Code of Conduct. I will always put the best interests of the Club forward in any Committee process or decision, in accord with the Associations Act.

I declare that I am not a member of a committee or an Officer of another approved motorcycling Club in Western Australia

I accept the nomination for the position of: (insert position title)			
Signature:			Date:



The Vintage Motor Cycle Club of WA (Incorporated) AO750092T.

## MEMBERSHIP RENEWAL

Membership (tick Box) Ordinary ☐ Country ☐ Life ☐ ASM ☐

**Membership Details: (Must be completed to renew regardless of membership class)**

Name: \_\_\_\_\_ Membership Number: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Mobile: \_\_\_\_\_

Name of family member if required: \_\_\_\_\_

**Please note:** Your name and contact address will be recorded in the Club Members' Register which can only be inspected by members with a legitimate club requirement. Your preferred contact address is an **email address**, failing which, the postal address will be used. Otherwise, information recorded above will not be accessible by members without your consent but will be recorded on the club database for club administration purposes. This is in accord with the Associations Incorporation Act 2015 and the Privacy Act. As a financial member, by default, you will be able to access the club website and the Chatter online.

### Payment Details

Full Membership **\$65** Country Membership **\$60** Life Members **\$0** Active Senior members **\$30**  
If you wish to take the online chatter please reduce payment by \$30.00.

**TOTAL PAYABLE: \$** \_\_\_\_\_

Whereby agree that I/We will abide by all the Club rules and regulations contained and also any additions that may arise from time to time.

Signed: \_\_\_\_\_

Dated: ...../...../..... Direct Debit Paid: ...../...../.....

**Note 1** Country memberships are for those who reside more than 100km from the club rooms in Wattle Grove

**Note 2** All memberships fall due on the **31<sup>st</sup> December each year**. Any member, who has not paid their annual subscription will be deemed to have resigned from the Club and will no longer receive the Chatter, have access to the members' website, parts store or club auctions or be entitled to concessional licensing via the VMCC of WA Inc.

**Note 3:** Payment on line please inform membership secretary of your payment by sending in completed form and date paid.

### To Pay Your Subscription:

- 1. Online (Preferred Method)** BSB: 126 547 Account 21998733 **Please ensure your membership # & surname is included on online payment. Please email Membership Secretary to advise that you have paid on-line**
- 2. Cheque or money order:** Pay to VMCC of WA, **Mailing address:** Membership Secretary,
- 3. Cash:** at monthly meeting from August meeting onward with this renewal form completed in full. Retain your receipt as it is your proof of membership. **Please do not send cash by mail.**

**Note:** Direct Deposits when made to our Bank Account **must contain your Name and membership number** as a reference, when paying. You must also post or email this form to the membership secretary or hand it in at a monthly meeting. Failure to do both will be considered as non-payment and no money will be refunded as we cannot verify the Payee.



# Vintage Motor Club of W.A.

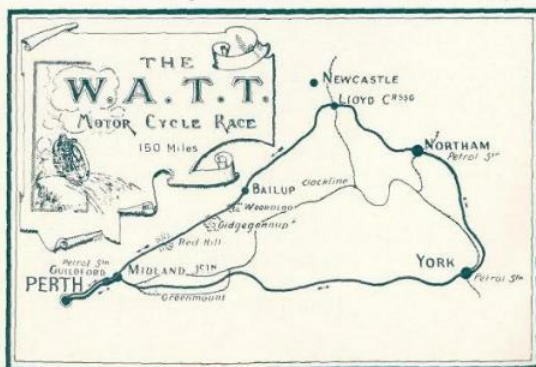
## The Centenary W.A. TT

20 October 2019

Celebrating 100 years since the last  
150-Mile motor cycle race in 1919



The WA TT motor cycle  
races were run from  
1912-15 & also in 1919



The Course of the W.A. TT Motor Cycle Race



Participant's bikes must be licensed (club or full) and 25 years or older. Starting from Mundaring Station Masters House car park Cnr Nicol & Jacoby streets Mundaring. Meet 9-9.30am Bikes under 70kph off at 10.00am. Bikes over 70kph off at 10.30 Travel to York via Gt Eastern Hwy and Lakes roadhouse. Arrive in York for Display and refreshments. Return via Northam, Toodyay, Gidgegannup, Stoneville to Mundaring start.

Contact: Stephen Hills - 0413678604 [steve.mag@icloud.com](mailto:steve.mag@icloud.com)  
Details - [vmccwa.com/watt](http://vmccwa.com/watt)







# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

NOV 2019





# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## MANAGEMENT COMMITTEE

**Chair:** Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

**Deputy Chair:** vacant

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas – 94016763 treasurer@vmccwa.com

**Communication/Assistant Secretary:** Murray Barnard – 0434215665 ildottore@iinet.net.au

**General Committee Members:** Les Vogiatzakis – 0488915103 les@dgas.com.au, Richard Argus – 0418 934 550 rargus@bigpond.com, Stephen Hills – 0413678604 steve.mag@icloud.com

## WEB & PUBLISHING TEAM

**Webmaster, Chatter Editor, Publisher:** Murray Barnard –

0434215665 ildottore@iinet.net.au

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** Les Vogiatzakis – 0488915103

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1<sup>st</sup> Time Examiner and Concessional Licences:** Phil Skinner 94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009 (michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617 (mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103 les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections: Roger Bowen – Baldvis – 0438945403, Keith Weller – Bushmead – 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah – 0410000617, Colin Brazil – Warwick – 0437607067, Les Vogiatzakis – Dianella – 0488915103

## OFFICIALS

**Membership Secretary:** Mario Cudini – 0418212863

membership@vmccwa.com,

**Assistant Membership Secretary:** Mike Blake – 0404692425

mikeblake@iinet.net.au

**Event Coordinator:** Stephen Hills: 0413678604

steve.mag@icloud.com

**Welfare Officer:** Adrian White 0438335563

sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Invigilator:** Chris Davis

**Meeting Registrar/Raffles:** John Laurance

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms is required for your event Ph. 94532728

**PRE-31 SECTION:** Chair: Ken Vincent – 92932093, Secretary Pre-31: Art Woldan – 93303264, Treasurer: Graham Coole – 94572557 (fees payable to BSB 016358 Acc 481977532)

**CLASSIC SECTION:** Coordinator – Jim Douglas 94016763

**POST 70 SECTION:** Chair and Events Organiser: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192. Facebook page: facebook.com/groups/vmccwapost70)

**ALBANY SECTION:** Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

**Pre-31 Section:** Meet every 4<sup>th</sup> Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meeting 3<sup>rd</sup> Monday of each month. 7.30pm Unit 4, 4 Malcolm St, Maddington

**Albany Section** – 1<sup>st</sup> Thursday of the month 7.30pm sharp. Little Grove Albany.

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm



**THE VINTAGE CHATTER** is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12<sup>th</sup> of each month. The impossible we do, miracles take longer.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

**Cover:** Suzuki T200 Invader. Languid times in the 60s.

# Coming Events

## APPROVED CLUB EVENTS

The promotion of the WA TT for 2019 has been a great success and Steve Hills is to be congratulated for his enthusiasm in keeping this event alive. Commemorating motorcycle history in W.A. is a big part of the Club's heritage and future. Lake Perkolilli has come and gone for those brave enough to risk their machines on the clay-pan. Unfortunately, Brian Rodwell came to grief when his AJS hit a rough patch. Brian is recovering from his injuries and we all hope to see him up and at it again soon. Planning is well underway for two premier events for the Club, the Gypsy Tour and Orabandon. The Gypsy Tour is a delight with great roads amongst the Karri and the varied products to taste and imbibe from local cheese factories, vineyards and restaurants. Of course, a highlight is to catch up with the Albany Section, share a Sunday ride and then enjoy a free BBQ beside the harbour under the peppermint trees at the Albany Clubrooms. Come and enjoy collegiate times in the Club. Orabandon is a new venture for the Club and this opportunity arises from the hard work and enthusiasm of Richard Argus and Mario Cudini to share the riding adventures in the Kalgoorlie Goldfields area. With great scenery, history and the opportunity to hear from guest speakers this is an event not to be missed.

**27 OCTOBER – SABC FLY-IN AT SERPENTINE AIRFIELD:** 286 Yangedi Road, Hopeland. The club is invited to ride and display our bikes at this event again this year. There will be plenty of small aircraft to see and hopefully they will start the static Rolls Royce Merlin engine again this year. (27-litres of aero power, awesome). Plenty of food and drinks available at the show. This event has always proved to be popular with members as it is a super day out. There will be a ride organised starting from the Club Unit, 4/4 Malcolm Road, Maddington. Meet at 09.30 for tea, then stands at 10.00. Some

members may wish to make their own way to the event by bike or car. Hope to see you there. Jim 9401 6763

**3 NOVEMBER – DAM EARLY RUN:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$3 for back-up plus \$5 which covers breakfast. Contact: Chas Bayley, 94903345, [chasbayley@hotmail.com](mailto:chasbayley@hotmail.com)

**9/10 NOVEMBER GYPSY TOUR:** The *Gypsy Tour* is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark.

Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard & Albany Section, 0434215665, [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)

**30 NOVEMBER – ALBANY SALVATION ARMY CHARITY RUN:** Organised by Albany Section of the VMCCWA, by enthusiasts for enthusiasts, fund raising for the Salvation Army. Contact Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com)

**1 DECEMBER – PETER GROUCOTT MEMORIAL RUN:** Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Contact: Barry O'Byrne, 0418936254, [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

**1 DECEMBER – JOONDALUP TOY RUN:** Check Bike's Unlimited website for details

**4 DECEMBER – XMAS BBQ:** at the Clubrooms, from 6.30pm prior to the monthly meeting

**5/8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE:** Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. Richard Argus can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)

**26 DECEMBER – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed timetable, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)





## 8 – 11 NOVEMBER GYPSY TOUR: PLEASE ENTER NOW

**IT'S ON!** The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. This is a collegiate Club Event aimed at building & maintaining relationships between City and Albany club members.

There will be a run on the Saturday, starting at 10a.m. at the Rivermouth Caravan Park. The run will go via a cheese farm, vineyards and a toffee factory for lunch. Throw in a ride down to William Bay and we have not just a spectacular and scenic ride though the hills and forests of Denmark but also a stopover at one of W'A.s most beautiful coastlines. BBQ in the evening at the Rivermouth camp kitchen,

Leaving at 10a.m. on the Sunday from the Rivermouth Caravan park, we meet up with the Albany Section on the Sunday for a ride together, followed by a *free* BBQ lunch at the Albany Section clubrooms. The clubrooms are located under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Beautiful. Backup will be provided for the Saturday and Sunday runs.

All machines welcome, old or new. No bike? Come by car. The aim is to be relaxed and enjoy a sociable weekend away with fine food and drink. Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark.

**To help with catering and planning of the event, please register your interest now.** Contact: Murray Barnard , 0434215665, or email [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). There is no entry fee.

Name:	Accompanied by:
Ph #:	Email:



### ~ Enjoy a great weekend riding & socialising ~

Accommodation for this tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run.  
Contact: Murray Barnard & Albany Section, 0434215665, [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)





### 5 / 8 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE: PLEASE ENTER NOW

Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Entry forms will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus.

Itinerary: *(Note: full itinerary included in this Chatter)*

**Thursday 5th December** - BBQ at the historic Flanagan's Hotel.

**Friday 6th December** - We cruise to historic Ora Banda. Along the way we stop at Mt Charlotte reservoir, then pass by Paddington. Other stops at a Gnamma hole, and the Ora Banda cemetery, before a ride around the Ora Banda townsite. Then on the return leg; a Brodie Burger at the Broad Arrow Tavern. Onwards to Kalgoorlie and the Super Pit lookout. Then a visit to Ken Marshall's shed to view bikes, followed by the last stop to view a significant private collection of classic bikes. Evening concludes with a fine buffet at the Overland Motel.

**Saturday morning 7 December:** we participate in the annual Toy Run between the twin towns of Boulder and Kalgoorlie. After we will travel west to Burbank's then back to Coolgardie and time to see historical buildings and sites. After lunch we head south to Kambalda. Those wishing to do the shorter leg return to Kalgoorlie. At Kambalda there will be a refreshment stop, then onwards to nearby Red Hill and the lookout over Lake Lefroy. Then the final leg to Kalgoorlie and the workshop. There is a special event planned for Saturday night to close Orabandon 2019.

**Sunday 8th December** is St Barbara's Day; one of the major events in Kalgoorlie's calendar. St Barbara is the patron saint of miners, and Hannan Street is closed for parades of mining equipment. Worth seeing.

Richard can be contacted on 0418 934 550 or [rargus@bigpond.com](mailto:rargus@bigpond.com)

*To help with catering and planning of the event, please register your interest now. Contact: Richard Argus , 0418 934 550, or email [rargus@bigpond.com](mailto:rargus@bigpond.com). . There is no entry fee.*

Name:	Accompanied by:
Ph #:	Email:





## ORANBANDON DETAILED ITINERARY:

<b>Thursday 5th Dec.</b>	Riders travelling to Kalgoorlie.
8.00 am – 4.30 pm	Attendees arrive in Kalgoorlie and off-load bikes at Fluid Line Services workshop. Address is 16 Yindi Way, West Kalgoorlie. Phone number is 90210855. Other contacts: 0418 934 550 (Richard Argus), Mario Cudini 0418212 863. Trailers can be securely locked in yard.
5.30 pm	Inspect Ken Marshall's shed (host Murray Guerin) & Sundowner - Address is 21 Oberthur Street Kalgoorlie.
7.00 pm	Bar-B-Q greet & meet at Historic Flanagans Hotel. Address is 1 MacDonald Street, Kalgoorlie. 9021 1749. Cost is \$25 per person, plus drinks. Staff will supply food and cook.
<b>Friday 6th Dec.</b>	<b>Day 1 - Ora Banda Ride (160 km)</b>
8.00 am	Workshop opens; riders to assemble, check bikes and be fuelled up.
8.30 am	Rider briefing
9:00am sharp	Ride commences
9.15 am	Stop 1: Mt. Charlotte Reservoir lookout - 20 minutes
10.05am	Stop 2: Gnamma Hole (off Ora Banda Road) - 15 minutes
10.35 am	Stop 3: Ora Banda Cemetery - 15 minutes
10.55 am	Stop 4: Ora Banda (morning Tea) - 45 minutes
12.00 am	Stop 5: Broad Arrow Tavern (Lunch) (\$20 - \$25) 60 minutes
1.30 pm	Stop 6: Super Pit Look-out 30 minutes
2.05 pm	Stop 7: Loopline Park Prep for Saturday Toy Run - 15 minutes
2.30 pm	Stop 8: Bob Pinner private collection (viewing) - 90 minutes
4.00 pm	Return to Workshop; lock up bikes
6.30 – 7.00 pm	Table booked at Overland Motel (566 Hannan St. 9021 1433)
<b>Saturday 7th Dec.</b>	<b>Day 2; Toy Run and Coolgardie – Kambalda ride (251 km)</b>
7.30 am	Gather at workshop; prepare bikes
8.15 am	Depart FLS for Loopline Reserve
9.30 am	Toy Run (13.8 klm ride – slow) 20 min duration
10.30 am	Depart on ride to Coolgardie
11.05 am	Stop 1; Lions Lookout Coolgardie; Tim Moore local historian 30 mins
11.55 am	Stop 2: Nepean road / Burra Rocks intersection - 15 mins
12.30 pm	Stop 3: Denver City lunch & walk round. - 90 mins
2.45 pm	Stop 4: Turn-off to Kambalda (Goldfields Highway). - 15 mins
3.20 pm	Stop 5: Red Hill (Lake Lefroy look-out) - 30 mins
4.25pm	FLS workshop (end of the trail). See You Next Year!!!
6.30 pm	Wind-up function – to be confirmed (Tapas at Langtrees?)
<b>Sunday 8th Dec</b>	<b>Day 3; wind-up &amp; fond farewells</b>
7:30 am	Breakfast at Cudini's house, followed by private tour of Boulder Town Hall, which incorporates war museum.
Optional Morning event	St Barbara's Day parade and festivities; Hannan St Kalgoorlie

## PROVISIONAL EVENT DATES FOR 2020:

**23 FEBRUARY 2020: Old Forkers** – display at Wattle Grove Clubrooms

**22 MARCH 2020 – Old iron Motorcycle Show and Swap meet**

**4/5 APRIL 2020 – Roaring Twenties Run** – this run will start and finish at the Wattle Grove club grounds

**11/12 APRIL 2020 – Busselton Two Day Rally**



## OLD IRON CLASSIC MOTORCYCLE SHOW 2020

[OLD IRON CLASSIC MOTORCYCLE SHOW](#)
[CLASSIC MOTORCYCLE DISPLAY](#)
[PERTH MOTORCYCLE SWAP MEET](#)
[CENTENARY MOTORCYCLE SHOW](#)
[LOCATION](#)
[CONTACT](#)
[PHOTO GALLERY](#)
[CATERING](#)

[DISPLAY ENQUIRIES/SPONSORSHIP](#)
[VMCCWA HOMEPAGE](#)
[FACEBOOK](#)

22 MARCH 2020

The Old Iron Classic Motorcycle Show – Celebrating 100 Years of Motorcycling – 1894 – 1994

OLD IRON

The Old Iron Classic Motorcycle Show and Swap Meet is organised annually by The Vintage Motorcycle Club of Western Australia (Inc). The biggest display of vintage and classic motorcycles in WA.

*(The Classic Motorcycle Show and Swap Meet are run by the Vintage Motorcycle Club of Western Australia (Inc). The Vintage Motorcycle Club of W.A. (VMCCWA) is a non profit association run by unpaid officers and volunteers. Any profits are used to cover costs, are invested in facilities to preserve and maintain old motorcycles or used to assist charities or local community organisations.)*

FACEBOOK

See more on the VMCCWA Motorcycle Show & Swap Meet Facebook Page - click here

CONTACTS

Trade display enquiries – Jim  
Tuncliffe – 94706793

Old Iron Classic Motorcycle Show


22 March 2020

comprising 3 main attractions

The Annual Classic Motorcycle Display,  
The Perth Motorcycle Swap Meet &  
The Centenary of Motorcycling Show

VMCCWA Classic Motorcycle Show

Vintage, Veteran, Post Vintage, Classic and Post Classic Motorcycle Displays will be held in the Main Exhibition Hall. Many of the VMCCWA machines on display can be seen on this page: [Classic Motorcycle Display](#)



*Pioneers on the history of motorcycling will also be in the main hall*

SWAP MEET DETAILS

Swap Meet Sellers entry 8:00am ,  
pack-up by 1:00pm  
(Sellers fee \$20/stall)

Gates Open for Public entry from  
9:00 am until 1:00 pm  
(Public Entry Fee: \$10 each, children  
free)

OPEN TO THE PUBLIC

Everyone is welcome to view the  
vintage and classic motorcycle  
displays and participate in the swap  
meet.  
**Food and refreshments available.**  
**Free off street parking available**  
(access from Station St).

LOCATION

The Motorcycle Show & Swap meet is  
held at the Cannington Showgrounds  
on Albany Highway Cannington.

Free Parking available for buyers in  
main public entry off Station St.  
Sellers also to use this entrance.

Disabled parking on application at  
the gates

The Old Iron Motorcycle Show is a major annual promotional vehicle for the Club as well as providing a service to Club members and the motorcycle community. As such the focus is on promoting the Club and there will be material on display on Club resources such as the library and parts store but also promotional material on Club events and activities.

For 2020 there are 3 main components of the Old Iron Classic Motorcycle Show planned. These are:

- The Annual Classic Motorcycle Show (i.e. the Club display in the Main Hall). VMCCWA machines on display with public information boards on individual motorcycles and also display boards on the history of motorcycling as well as the Club. Trophies and prizes will be presented to members in several categories of machine.
- The Perth Motorcycle Swap Meet, as usual for motorcycles and motorcycle related parts and accessories. Trade displays will also be encouraged, and
- The Centenary of Motorcycling Show. Members of the public with bikes which are manufactured prior to the end of 1994 (i.e. over 25 years from manufacture) and other clubs will be invited to enter the Centenary of Motorcycling in Australia motorcycle show which will be held in conjunction with the Swap Meet and Classic Show. Trophies and awards will be made to members of the public, again to specific categories of machine. This display will be held on a lawn area of the Cannington Showgrounds.

The Old Iron Motorcycle Show as described above has been promoted online on the web and on Facebook and has attracted a good response from the public already. A sub-committee is in place for the Old Iron and several meetings have already been held and planning is well advanced.

The machinery Preservation Club has also been invited to put on a display.



**22 MARCH 2020 – VMCCWA OLD IRON CLASSIC MOTORCYCLE SHOW:** Cannington Showgrounds. Registration for the Club Display is [open now](#). Note the date now. See details online [vmccwa.com/classic](#)



PLEASE REGISTER INTEREST ASAP

The Club Motorcycle Display is being planned as we speak and the theme is 100 years of motorcycles in Australia (i.e. 1896 to our cut-off period which is 1995 in 2020). Again, the club is seeking club eligible machines for display. Because of the large amount of work involved in producing display boards the Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club.

To register machines for the display contact Murray Barnard via phone or email at 0434215665 or [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au). Provide photos of your machine if possible. Minimum details required are:

Machine:

Make:

Model # or Name:

Date of manufacture:

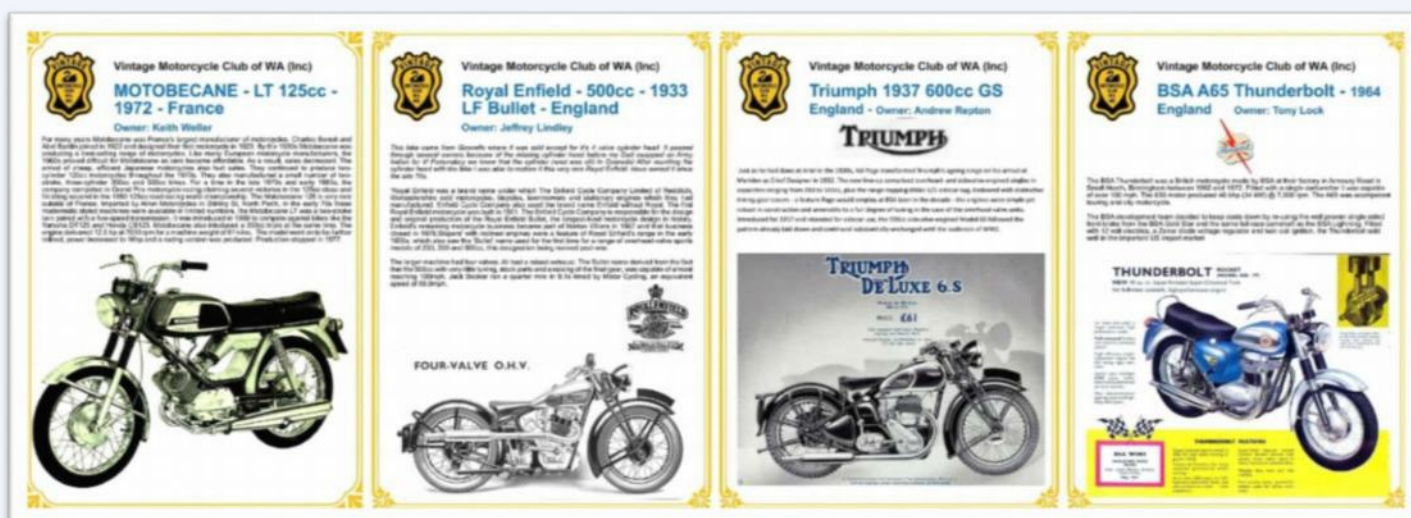
Your name:

Phone #:

Email:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible.

**New display boards will be prepared and we need you to register for 2020 as soon as possible as the Show sub-committee is determining display requirements, trophies and multitudinous other issues with a Show this size. Get in early please, registration is an indication of interest. It is understood that personal circumstances may change by March 2020 but if you are not registered, you are not in the running.**





**NOTICE OF ANNUAL GENERAL MEETING:** The club AGM will take place on the 6th of November 2019 at the club rooms starting at 8 pm.

The Agenda for the AGM is as follows:

1. Confirm previous AGM and any GM minutes from the last year.
2. Committee Annual report
3. Treasurers Report
4. Elect the Office Holders of the club for the next year
5. Resolution to agree the number of members on the Committee for next year
6. Elect General Committee members for the next year
7. To elect the Patron for the next year
8. Motion for by-law re approval for expenditure
9. Section reports
10. Reports from Club Officials

The following positions on the management committee will be filled from nominations received: Officers of the club: Chair, Deputy Chair, Secretary, Treasurer. As well general committee positions will be filled from nominations. If there is more than one nomination for any role a vote will be required from the members present.

A motion will be put to the meeting that *“there be 5 general committee members on the management committee.”* in addition to the statutory Officer positions.

A motion will be put to the meeting for a new by-law for *“any single item expenditure of club funds over \$25,000 will need to be agreed by the membership at a General Meeting. The purchase of motorcycle related collections for auction or our parts store will be exempt from this rule on the basis that we may need to move quickly.”*

If any member is unable to attend the AGM and wishes to vote please contact the secretary for a proxy voting form. Please note a member present may only carry a maximum of 5 proxies at an AGM. Proxy votes must be on the official form provided by the Secretary and must be received 24 hours before the meeting, either by mail or email to be considered on the night of the AGM.

**Note:** *Some savouries will be provided after the meeting.*

#### **COMMITTEE NOMINATIONS & SUPPORTING STATEMENTS:**

**Chair:** *Nic Montagu*, nominated by Richard Argus: Nic is a long serving member of the Club, having served on the committee previously plus in the last 18 months as Secretary, a very demanding role. Nic was also instrumental in establishing the Post70 Section in 2014. Nic has juggled work and family demands whilst delivering the secretarial role and now having gained experience over the years in all facets of the Club is well qualified to take a leadership role on the committee. Nic has approached his time as Secretary seriously and has dealt with many major issues which required resolution for the good of the Club. Nic will bring to the role good team skills and a willingness to listen and learn from members. He has sound thinking and communication skills, is enthusiastic about the club and motorcycles and keen to promote the club and provide opportunities for older machines to be seen and heard.

**Deputy Chair:** *Barry O'Byrne*, nominated by Les Vogiatzakis: Barry is a previous Chairman with many years of service on the management committee. Barry stepped in to chair the committee recently and to help steer the Club through some issues requiring a firm hand and a wise head. Barry is willing to confront difficult issues but at the same time is always willing to listen to members and work with them to achieve positive outcomes. Barry has been active in organising events for some time, in particular the Busselton 2 Day, was the events coordinator for many a year and is keen to promote more social activities for members. Barry is always approachable and amenable to any idea which builds on the Club.

**Secretary:** *Richard Argus*, nominated by Murray Barnard: Richard is a very experienced and responsible businessman who also has a passion for motorcycling for more than 50 years. He has a commitment for the VMCCWA and to the best interests of the members. Richard has extensive experience in production management, meetings, conflict resolution, planning, review and financial management. Richard is personable, fair, level-headed and always concerned to consult, listen and achieve efficient, equitable and economical outcomes. Richard is an active team member, contributes positively to discussions and decision making and always follows through on promises or offers of assistance. Richard has been keen to promote new ideas for club activity and in 2018 and 2019 put in a considerable amount of time helping to prepare public information boards for members displaying



machines at the Old Iron Show in March 18 and has also been very active in organising the Orabandon Run for Dec 2019 which has an extensive itinerary of rides, visits and talks on machines and history in the Goldfields. Richard has stepped in when required to take meeting minutes, to address members at monthly meetings and to chair a sub-committee on the 2019 Old Iron Motorcycle Show. I can say without hesitation that Richard is an asset to the club, bringing new ideas, a positive co-operative approach to Club management and a willingness to tackle difficult issues. Richard brings his energy and enthusiasm into the Club and recognises and supports positive contribution from members and officials. He understands that it is essential to contribute to management discussion and then stand by consensus decisions. He backs decisions and does not undermine or react negatively to group-decision making. Richard brings strengths to the Club which we need and should value. Consensus, a stable and positive outlook, fresh ideas, strong management and personal skills and a clear willingness to do the best by the club in an equitable manner, without favouritism and without drama. Richard is an asset to the Club.

**Treasurer:** *Jim Douglas*, nominated by Stephen Hills: Jim has many years of experience on the management committee and has helped steer the Club through considerable change. A person of high integrity, Jim has performed the role of Treasurer effectively and introduced systems changes which have improved reporting and analysis of expenditure and income. As well as having served several years as Secretary of the Club, Jim chairs the Classic Section and is active in organising Northern Suburbs runs. Jim has organised club runs for some time, notably the Arthur Grady and economy run. Currently managing finance and investments in his private life and running a private business in Perth. Jim started life as electronic engineer in the Royal Air Force, fixing aircraft Avionic systems. He subsequently developed a wealth of international business experience, having run successful businesses in USA, UK and Germany. His expertise in Marketing, Finance and Legal compliance makes him an asset to the Committee. Jim is an enthusiastic rider has a number of bikes from 1948 through to 1989 and is willing to work hard for the Club.

**Communication/Assistant Secretary:** *Murray Barnard*, nominated by Richard Argus: Murray has provided many years of service to the Club. Starting in 1988 Murray promoted the Club through articles to motorcycle magazines. Since 2006 Murray has built and maintained the club websites, online document storage systems, managed the database and prepared the digital Chatter. For the last few years Murray has also edited and produced the print Chatter as well, generating content, gathering information on club events and activities, taking photographs and researching historical items of interest. The jobs of editor, publisher and web master are more than enough in themselves but on top of this Murray has been on the Club Committee for over 5 years and organised significant annual events such as the Roley TT and the Gypsy Tour, which is a collegiate exercise with the Albany Section. Murray is generous with his time assisting with web queries, promotional items such as posters and facebook administration. A huge achievement was the design and production of 235 public information boards for the Old Iron Motorcycle Show in 2019. Sincere and committed to the Club Murray brings management, organisational and legislative interpretation skills to the job having served for many years in National Director roles in Defence, Immigration and the ATO. As well Murray applies skills to the benefit of the Club from 25 years of web design, journalism and electronic book publishing from his consulting and sales businesses online. Murray brings 50 years of motorcycle touring, road racing and riding combined with in depth knowledge of motorcycle history to the Club.

#### **General Committee Members:**

*Stephen Hills*, nominated by Jim Douglas: Stephen is a very personable individual who has made great progress in leading the Post70 Section and ensuring they make apposite contribution to the Club. Stephen has gained a good understanding of the requirements for success as a committee member this year and has in addition to his Post70 role adopted the Events Coordinator role. In this role Steve has organised events himself, as well as, assisting others and has re-energised the WA TT, a premier event of the Club. For 2019 Steve has actively promoted this event as well as expanding it into a major calendar for the Town of York. Stephen was instrumental in using his skills and participating in work on the renovation of the new Club trailer and he coordinated the catering requirements for the Old Iron Motorcycle Show. Stephen provides balance on the committee and is a steadfast and loyal club and committee member who has brought common sense and sound business skills to the role.

*Les Vogiatzakis*, nominated by Murray Barnard: Les has shouldered several Club roles and has done a great job bringing common sense and a willingness to help to the task. Les has been the Post70 Dating Officer, which is the busiest role as the newer bikes come on stream. Les also performs a machine appraisal role and has taken on the CMC representative role. All of these roles requires good assessment skills and an understanding of legislation. Les has considerable expertise in this regard running his own business in the field of dangerous goods and safety - providing independent incident investigations, compliance and risk assessments, risk reviews, and the facilitation of statutory licensing. Les is a long term member of the Club and in addition to the above roles has served on the management committee, chaired hearings and the monthly meeting and assisted with the Old Iron motorcycle Show. Les provides a clear headed and balanced approach to management issues and is a valued member of the Club.

*John Meneghini*, nominated by Richard Argus: John is relatively new to the Club but has 50 years experience on motorcycles and is enthusiastic and keen to make a difference and to share his knowledge and management skills with the Club. John is a consulting mining engineer with many years experience but also has worked as a mine manager, a very responsible and demanding role requiring very good planning and people management skills. In this role John has also had to be familiar with legislation, reporting and safety concerns. He also had to achieve results. To perform these roles, John had to evaluate situations, make decisions and be an effective communicator. All these attributes will be of great benefit on the management committee.

*Neil Freeman*, nominated by Jim Douglas: His first 'motorbike' was a Motorbécane moped at 16 and somehow he's been riding ever since. Apart from the French moped Neil has owned a variety of Japanese and British motorcycles and currently has an Indian built Royal Enfield and a 1968 BSA Rocket 3 in a unique colour (lime green) which he has kept running for nearly 10

years. He is currently employed full time as the Manager Innovation with Rio Tinto. Neil has a number of skills to offer the club including computer skills (his son is also a great resource to call upon) and organisational capabilities. Neil in recent times has also pitched in to help with the review of the Club database and with the trial of a new online membership system.

**PRE31 SECTION CHAIR:** The Management Committee is pleased to advise that Ken Vincent has been elected as Chair of the Pre31 Section.

**MEMBERSHIP RENEWALS FOR 2020:** please note that a membership renewal form (the correct one this month!) is included on this Chatter's mailing slip and also online. Get in early please. Fees have not increased and the Single and Family member classes have been combined at no extra cost for Metro and Country members. Annual fees are due by the 31st of December each year. Renewal reminders will not be sent to members, however a renewal form will be found in the Chatter and online. If fees are not paid by 31st December you will be ineligible to vote at general meetings, unable to access the parts store or library and will not receive a Vintage Chatter. Late payment after 31 March each year will ultimately result in the member having to re-join and pay the additional application fee. All members are expected to renew using the Renewal form. This being necessary to update any changes in member details.

I am asking for members help when paying the dues, please use the renewal form so that we can keep the database details accurate and up to date, particularly address and email changes also phone numbers. If paying online please be sure to include your name first on any description, if we don't know who paid it we can't update your status. Laminated membership cards will not be provided this year. Proof of financial membership will be provided by email to those online and by mail to others. Stamped addressed envelopes are no longer required. *Mike Blake (Membership Assistant)*

**DISCIPLINE MATTER:** After an extensive consultative process, under Rule 15 of the Club Constitution, Mr Ian Brashaw was expelled from the Club, wef from 25 September 2019, for sustained activity, detrimental to the Club.

**WELFARE MATTERS:** Several members have asked why, following the death of a Club member, we no longer place a notice of condolence in the newspaper. Some have complained they were not aware of the death due to this omission. In most cases the deceased's family will place a death notice, usually with a funeral notice, in the appropriate column. Occasionally, the family will decide not to publish either; this is their prerogative, their wish for privacy is to be respected. As soon as we hear of a death in the Club, we send a "gasket," Club-speak for a card (so called as in days gone by, the card could be used to make gaskets). In this we write appropriate condolences, believing our words can be more personal than is usual in a printed commercial card. We also offer to provide any assistance the Club can give. This process is very well appreciated, as witness the number of thank you calls, and occasionally cards we receive. When we used newspaper notices, and flowers, recipients often said "thank you, but we'd have been happy for you to donate the money, instead, to whichever research foundation was most relevant to the deceased's death. If he or she has died of old age we give the family the option where we send the money. The research foundation then send a card to the family, acknowledging the donation in the deceased's name. Keep the information coming, I can only act on what I know. *Adrian White - Welfare Officer. (Adrian is a volunteer, like all Club officials, providing a service where time permits. If you know of any member needing assistance, ill, injured or sadly passed away, please let Adrian know. Often we get no advice until long after a sad event, don't complain give Adrian a hand!)*

**VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019: - Regalia Officer - Andrew Hobday - 0411 358 428**

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10	Machine Badge (Metal)	\$20

**MINUTES OF THE VMCCWA GENERAL MEETING – 2 OCTOBER 2019 - HELD AT WATTLE GROVE COMMENCING AT 8.00 PM**

Held at Wattle grove commencing at 8.05 pm

Chairman: Barry O'Byrne, Secretary: Richard Argus (acting), Treasurer: Jim Douglas.

Apologies: Nic Montagu, Colin Tie, Mike Blake.

Members Attending: 55, Apologies: 3 Four Visitors:

Shane Morris; several bikes & hoping to get involved with club activities.

Tony Forsythe has a collection; some inherited from dad – including Velocette MAC, and Vincent Comet.

Jim McGregor, R Oliver.

Microphone Usher: Gerald Connolly

Rex Edmonson was absent; we missed his funny bits.

Welfare Report (Adrian White): Roger Bowen is receiving chemotherapy for stomach cancer. Fit and chirpy at the moment and will keep the club updated. Bob Rees is in Fiona Stanley Hospital following their accident overseas. The funeral for his wife Chris



will be held in Albany on Saturday 19<sup>th</sup> October at 4.00 pm. Brian Rodwell is now home and recovering. Owen Page has had an operation on his Prostate and is doing OK.

**Presentation:** Keith Wisheart – 1935 AJS Model 4 (500cc). An interesting presentation about Keith's immaculate bike. Bought by his father at the age of 19 who rode it until 1961 and has remained in the family. The restoration took 5 years and commenced in 2013. Members showed their appreciation with applause.

**Minutes of Previous meeting:** September 2019: Les Vogiatzakis proposed the minutes be accepted. Seconded by Chris Meyer.

**Prospective New Members:** The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member:

Alexander James McGregor, Murray John Guerin, Craig Bussanich, Philip Bussanich, Trevor Shrosbree



**Treasurers report:** No Trading Income in September. Income from fees and interest was \$2,950. Operating expenses total \$4,500, with big ticket items, Chatter costs of \$1,990 (two Chatters paid in the month) and \$1,400 from database updates. This gives a loss for September of \$1,551.

On the 17th September a member paid a renewal fee of \$60 into the bank, however, did not provide any reference (name or membership number). This gives us a problem. If the member concerned could contact the membership secretary, it would be appreciated.

**Web Report (Communications Officer):** Murray Barnard made change to the web site (following request from Ken Vincent) so that Comms Officer will receive notification whenever a For Sale or wanted ad is placed. Murray is holding a "Walk Through the Web" workshop at 10.00 am on Sunday 6<sup>th</sup> October at the club unit in Maddington. A special (souvenir) edition of The Chatter will be published 3<sup>rd</sup> October. It commemorates the WA T.T.

## **EVENTS REPORTS by Steve Hills**

### **Events Past:**

8th September - Impromptu run to AJS Motorcycle Club Sports Day. 10 members attended; mainly northern suburbs riders. An exciting event; noted that past and existing VMCC members were listed on the club's life member board.

12<sup>th</sup> – 15<sup>th</sup> September - Lake Perkollili Red Dust Revival. Report from Richard Argus. Unique event with great atmosphere and 20 bikes raising dust. 80 cars competed, and thousands attended; many camped at the lake. The only sour note was the serious injury to Brian Rodwell who high sided his 1924 AJS on the main straight.

22<sup>nd</sup> September - Chittering run; More than 30 riders took part on a perfect spring day.

May Makin started the riders off. Her late husband Barry was the original organiser of the Run. Because of the new start point from Caltex Stratton traffic lights were avoided. Only one bike on trailer.

29<sup>th</sup> September – Historic Motorcycle Club Championships. Held at Collie; Ken Vincent and Gary Tenardi competed; Gary placed second in the pre-war class (go Ariel!).

29<sup>th</sup> September – Distinguished Gentleman's Ride – Rode around river foreshore & back to Stadium. Great success; raised \$55K.

### **Coming Events:**

Busselton Two Day – Confirmed that the event remains one of the premier events in the calendar. New date for 2020 11<sup>th</sup> – 12<sup>th</sup> April 2020.

11<sup>th</sup> October – Post 70's to have a Friday night run from Port Beach to Hillaries Boat harbour.

20<sup>th</sup> October – WA T.T Re- enactment. Support by York Shire. The Club Events trailer will be at Pioneer Park York to serve Tea, coffee and soft drinks. Older bikes from the TT era will be displayed in front of The York Motor Museum. We would like members to bring bikes for display. Other clubs are invited.

27<sup>th</sup> October – Serpentine Fly-in (at airstrip). Vintage aircraft club; lots of food & interesting aeroplanes. Riders to meet at Maddington unit @ 10.00 am. Check on Oily Rag (web site) for details or changes.

3<sup>rd</sup> November – Dam Early Run (Chas Bayley) - Ride around dams in the foothills. 80 km ride will take 2 – 2 ½ hours and culminates (climaxes?) with "Breakfast at Bayleys".

3<sup>rd</sup> November – Albany Hill Climb

9<sup>th</sup> / 10<sup>th</sup> November - Gypsy Tour

6<sup>th</sup> / 7<sup>th</sup> December – Orabandon 2019. Richard Argus updated members. This is an Invitation event; currently 19 riders have nominated; 14 from VMCC, riders from 2 other clubs, and guests. The lure of the historic Eastern Goldfields; open roads and friendly people.

Keith Weller congratulated members on the support shown for, and camaraderie experienced at the BBQ he and Yanti hosted on 25<sup>th</sup> August. He rated it as an outstanding success; there were 75 people and 62 bikes in attendance (including 10 women riders). His words received applause.

Old Iron 2020: Richard Argus advised there would be another sub-committee meeting this month. He also called for members to register bikes for the display ASAP. The target this year is more than 150 bikes on display.

### **Reports**

Dating Officer: 1931-Pre 1970: Maurice Glasson - Two bikes dated; 1940 AJS Model 16, 1968 Honda CD175

Dating Officer: 1970 on: Les Vogiatzakis - 1972 T250 Suzuki, Jeff Sanders: 1983 CX650E Honda, Mark Regal: 1984 GPZ900R Kawasaki - Sean Killalea

Registrar: Lat Fuller - There was some activity last month.

(a) Put onto 404 licence: Yamaha RD200 - Simon Horder

(b) Transfer from full licence to 404: Suzuki X7 - Marion Pathy-Johns (Toodyay), Moto Guzzi V7 - Jeff Sanders, Yamaha SR500 - Jeff Sanders, Kawasaki GS900 - Sean Killalea, BMW R100/7 - Lat Fuller

Librarian: Ken Vincent – Still some books overdue; reminder to Luke Salakenna and Tim Chrighton. Also have an engaging new book available "Two Wheel Blitzkrieg"

Spares Store: - Keith Weller; thanked the volunteers who sorted out the gearbox gears into boxes. Members advised that oils and greases will be going up in price in November; stock to be replenished beforehand.

CMC Rep: Les Vogiatzakis – Nothing to report.

### **General Business**

Chairman Barry made members aware of a serious issue; members Murray Barnard, Jim Douglas and Nic Montagu have been subjected to intimidating behavior and threats of physical violence from other members. The threats are documented, a comment written in relation to the club Secretary was that he would get "... a nasty surprise." The chairman asked the members for their advice regarding the action the committee should take.

Responses from the floor:

Lloyd said he was a member of a volunteer fire brigade, and that such behavior would not be tolerated and was unacceptable under their Code of Conduct, which clearly defined acceptable behavior.

Andrew Hobday said that only facts could be considered, hearsay was unacceptable. (*advised threats are in writing*)

Rod Marriott spoke; explained that he was doing some procedural work for the club. He explained that he approached the committee with concerns and opinions, and he found it a positive experience. He said he was well received and encouraged all members to approach the committee with their issues. He then asked the floor to indicate if they would support the committee taking action against members who behaved in a threatening manner.

Most of the floor raised their hands; the support for the committee was overwhelming.

Adrian White reminded members that the Salvation Army Red Shield Appeal need donations with Christmas approaching; items can be left in the charity bins. Also requested members' involvement in repairing bikes for the Salvo's; he has three bikes available requiring fixing.

Don Price mentioned that Speedway starts this Saturday night at Pinjar and will be run every fortnight.

Bits and Pieces: No members requiring bits and / or pieces.

Meeting Closed at 9.23 pm



## MANAGEMENT COMMITTEE PRECIS MINUTES – MEETING OF 9 OCTOBER 2019

1. **Finance report** – budget to be prepared for the new financial year
2. **Nominations for Management Committee** – nominations noted and to be promulgated in the Chatter
3. **AGM** – reports from officials to be sought
4. **By-Law amendment proposed** – Limit to be applied to single items of expenditure where approval of members required
5. **Old Iron** – Sub-committee to meet in October. Registrations for the bike display needed now. Information banners being prepared
6. **Database** – Ourcarclub Database (Australian based) being assessed for suitability for our purposes

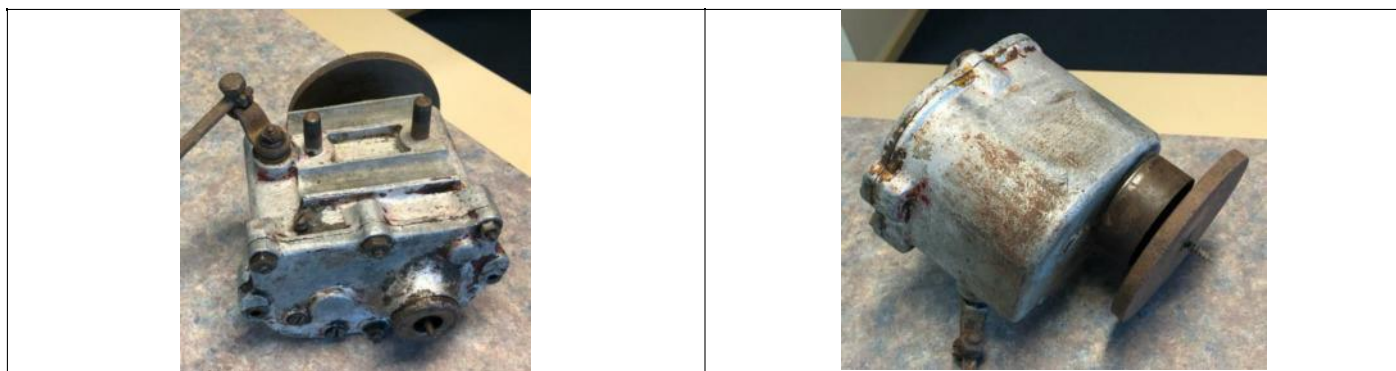
**CLUB DATABASE:** Further to the advice on the Club database in last month's Chatter, Terry McKie wrote to the Secretary along similar lines, his letter in precis asks: "A couple of years ago I suggested that each member should have access to the Club Data Base only to their detail page and including the details their bikes to ensure they are correct and to advise the Membership sec or Bike Registrar should correction be required. Today I emailed entry for the Beverley Re-enactment without my club bike number due to it having fallen off, had I been able to access my data I could have retrieved it now if its required the Registrar will have to inform the organizer of the number."

The Secretary's reply in precis follows: "Thank you for letter and suggestion for enhancing the services of the club. This is not the first time the idea of member access to bike data has been suggested. Coincidentally, this was discussed at a recent committee meeting is a relevant subject for further review. I am aware that Murray Barnard is constantly investigating and advancing the online and data services of the club and this is on his radar.

*(Ed. Just like to add that as advised last month, Neil Freeman and I have recently been involved in reviewing the database and evaluating an alternative online system. The most likely alternative will not provide individual access to data due to the cost and complexity of that requirement. We can have that option but the systems that provide that choice do not integrate membership and machine data. The concern with the current database is that it cannot be customised easily as our requirements change. Recently improvements were made to the system but it is an expensive process. As to bike numbers, they are no longer essential information on club runs and do not need to be captured. Recent changes to Club by-laws allow members to use any club eligible machine on a Club run. Members can update their contact information on the club website, there is a contact information form on the menu. Machine data is not reviewed or updated regularly, only if changes advised. Similarly contact details are only updated when advised.)*

**IHC TWO DAY RALLY – 7/8 MARCH 2020:** Open to all Indian Harley Club members and also members of any other vintage/historic motorcycle club. Machines ridden must be over 25 years old. For more information see the Information Pack on [ihc.wildapricot.org](http://ihc.wildapricot.org). If you would like to post your entry in please download the Entry Pack or enter online at [ihc.wildapricot.org](http://ihc.wildapricot.org). Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. **Registrations (limited to 200 riders) close on 7th February 2020. Definitely no entries accepted after this date, or on the day of the rally.**

**OFFERS INVITED:** A 1920s gearbox has been donated to the Club. It is believed to be a Triumph gearbox. The gearbox can be inspected at the parts store. The Committee feels that a significant item such as this should be made available to all members. As such offers are invited. Closing date extended. Please send or email offers to the Club Treasurer by COB 12 Nov 2019.



## GYPSY TOUR ITINERARY: 8-10 NOVEMBER 2019

**DAY 1 – SATURDAY – Over the hills, down dales and beside the sea – approx. 135kms return:** Saturday: 10.30am meet at Denmark Rivermouth Caravan Park. Motorcycle run via Scottsdale Road. Visit Duckett's Mill Wines and Denmark Farmhouse Cheese. Follow McLeod Road to South Coast Highway. Take William Bay turn-off to Greens Pool & Elephant Rock car-park. Return to South Coast Highway. Follow South Coast Highway to Elephant Rock Cider & toffee Factory for lunch. Return towards Denmark, follow South Coast Highway to Ocean Beach Road look-out. Park. Return to Rivermouth Caravan Park. Evening: gather for BBQ meal at camper.

**DAY 2 – SUNDAY - BBQ with Albany Section VMCCWA – approx 130kms return:** Depart 10.00am from Denmark Rivermouth Caravan Park. Meet Albany Section at Youngs Siding 10.30am. Depart for Albany clubrooms via scenic drive for mid-day BBQ. Return to Denmark at approx. 2pm.



Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

#### ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events - 2019 /20	Trailer Backup
October 13th	Richard Turpin's run	Manfred
November 10th	Gypsy Run. Note: a one minute's silence will be held at The Chalet to remember our deceased riders	Andy
November 30th	Salvation Army Charity Run	Not required
December 8th	Christmas Tree run, & BBQ at Chalet	Required
January 12th	Cambodia relief charity run	Required
February 9th	Lynton and Ron's run	They will do backup

**Albany members please note:** *if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.*

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com) or the section secretary, Roger Bittner, 98446524, email [rokebit81@gmail.com](mailto:rokebit81@gmail.com)

**LOU ANDERSON, MY MOTORCYCLE EXPERIENCE:** I grew up on a farm where horses were used for stock work. I had an uncle Les who had a Honda 90 Ag bike and about 1966/67 I was aloud to ride on the back while checking lambing ewes. We quietly moved amongst them and getting very close, as the Honda made little noise. And in time I was given riding lessons to the point I was allowed to go on my own. I was hooked. I had the opportunity to stay with Uncle Les a lot until 1968. Boarding school. The house master's son had a Yamaha 175 trail bike and I, as well as others, pestered him for a ride in the. A motorcycle club was formed and Mortlock Suzuki, on occasions, would bring various bikes and give lessons and we could ride them. They were mostly small farm or trail bikes. On one school holidays I found a Honda cub 50cc at the local machinery dealer and offered \$20, it was accepted and I had wheels. The Honda was in a very poor state and didn't last long. On my travels I saw a BSA bantam 125 in a mates shed. Don't know what year, it looked old, so offered the owner \$10, which was accepted and I had an old bike with low expectation of reliability. It was a great, lasted a number of years. I ended up selling it for \$20 in about 1973. My first bike when I got my license was a Honda XL 350. A great bike 85mph flat. That was traded on a Suzuki 380 another great bike , but thirsty. I managed to use a full tank , including reserve , between Albany and Tambellup. (130 kms). I sold the Suzuki and went travelling. Except for farm bikes that was the end of open road riding until my late 50's. With the family grown up I spotted a second hand Kawasaki KLR 650 and purchased it, another great bike. I have enjoyed riding again, the KLR has been traded on a Triumph Tiger 800, 2013 model purchased new. I can't think of any other bike I would like to own, its not too heavy, its quiet, plenty of power, silky smooth, good range and reasonably comfortable, a rest about every 100kms. Fun to ride. I have not ridden a BMW boxer engine. I would like to do that. During my farming career, we had many quad bikes. Suzuki 250, Kawasaki 300 ( about 3) it has a differential ,very good behind a mob of sheep because of its ability to turn tightly. The most successful one is the Honda TRX 250 (owned about 4 over time), geared, light and very robust. 70 kms top speed. The longest own bike is a Yamaha 100 Ag bike purchased new in 1996 and still in the work force. It gets ridden to pickup a tractor in the paddock and left in the weather for three weeks , until some one remembers to return it to the shed. I have always wanted to ride around Australia . So far haven't had the chance. Maybe one day. The Honda cub is the most successful motorcycle, and revolutionised the transport sector. It is cheap, reliable and been copied by other manufacturers. Asia is full of them. On a recent trip to Hanoi they said they get 80000 kms out of a scooter, before a rebuild, and rebuild again and again. The latest scooters I saw were 150cc fuel injected, 6 speed, about \$2000 AUD. Loyd introduced me to the VMCC about 3 years ago, and I enjoy the short rides, the relaxed atmosphere and the fellowship of the club all revolved around motorcycles. The vintage bikes I have at the moment are a, 1957 DKW 2stroke 250cc, Honda CT200 1984 (given to me by my brother) and a Honda CT110 postie 1991 model.

**SEPTEMBER 2019 CLUB RIDE – BILL'S RUN:** This Club run would have normally been Kevin Palfrey's Spring Run but as he's battling a bit on the health front, Bill Morrell stepped in at short notice to organize our monthly run. We all wish Kevin a speedy recovery and to see him back with us again. So how was it? Well, Albany's weather co-operated; that was a good start. It's an ill climate change wind that doesn't blow somebody something good! (Oops! If I vanish, suspect the farmers amongst us). The lovely day drew out about 20 bikes and their riders seemed pretty happy too! With the run being just 80Km long and over quieter roads it was a good opportunity for some of the older bikes to get some exercise, appropriate to their age, like their riders. So as usual we had a mixed bag of bikes – perhaps licorice allsorts might best describe us? From the Old Gaol in town we meandered east and



north around Albany and enjoyed a coffee break at Baker's Junction roadhouse before wandering to the west and south of town, ending up at the Little Grove clubhouse for lunch. It was a BYO and bbq affair, so if you didn't like your lunch you only had yourself to blame. Didn't hear any complaints though as everyone sat outside enjoying the sunshine and lovely calm conditions. (a no breeze situation at the Clubhouse is to be savoured), In fact everyone must have been pretty content; many stayed on socializing longer than usual. But by 2pm the last stragglers had woken up their bikes and headed for home. So thanks Bill for stepping in for Kevin; the resulting ride was enjoyed by all. What a pleasant way to spend a Sunday – re affirming our love of bikes ( and they all behaved themselves ), good camaraderie, lovely weather, beautiful location; what more could you ask for! – *Bernie*



*Spring rally, actually Bills run, twenty one riders and sidecars, three pillion and sidecar passengers in attendance. Great run, great ride, great weather, finishing at the Chalet for lunch*

ALBANY SECTION OF THE VINTAGE MOTORCYCLE CLUB OF WA

# 33<sup>rd</sup> Bikers Charity Run

2019

**Saturday 30th November**

Starting at 10am  
from Foundation Park,  
Parade Street

Assembling from 9am

ALL PROCEEDS TO THE  
SALVATION ARMY CHRISTMAS FUNDS  
APPEAL

For more information contact Paul Armstrong  
Phone: 0417 051 378 | Email: patnpaul2016@gmail.com

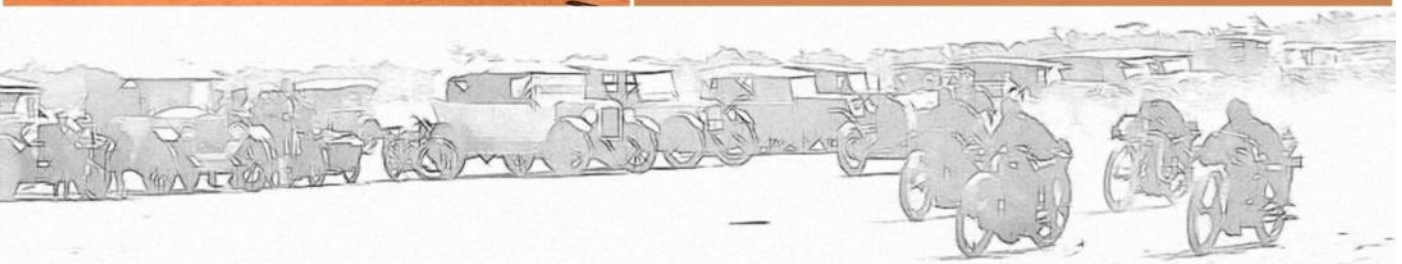
Albany Advertiser

**All Motorcycles, Scooters Welcome THE MORE THE BETTER!**

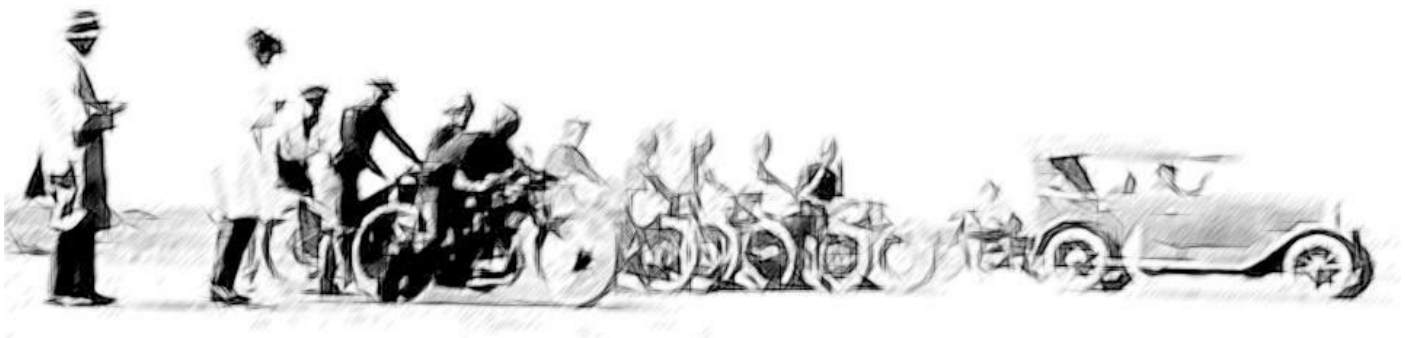


# PAST EVENTS

**RED DUST REVIVAL – LAKE PERKOLILLI – SEP 2019:** The Red Dust revival at Lake Perkolilli was a huge success if attendance is a good measure. Lots of cars and spectators and a small band of brave hardy motorcyclists pitting themselves against the ruts, bumps and dust of the historic clay-pan. Marred by a bad get-off in 38C heat, by Brian Rodwell, on the Saturday, the Sunday was cooler but no less dusty. Brian sadly suffered a broken rib, punctured lung, bruises and abrasions. Wishing him a speedy recovery. A dry clay-pan is like concrete and not to be sniffed at. *Pics by Jim Douglas and Richard Argus.*









**CHITTERING RUN – 22 Sep 2019:** Another Fantastic Club Event Today. The Chittering Run. 30+ members enjoyed the ride, beautiful weather and camaraderie. Special thanks to May Makin for sending the riders off. Only one bike had a free ride on the trailer. *pics by Steve Hills*

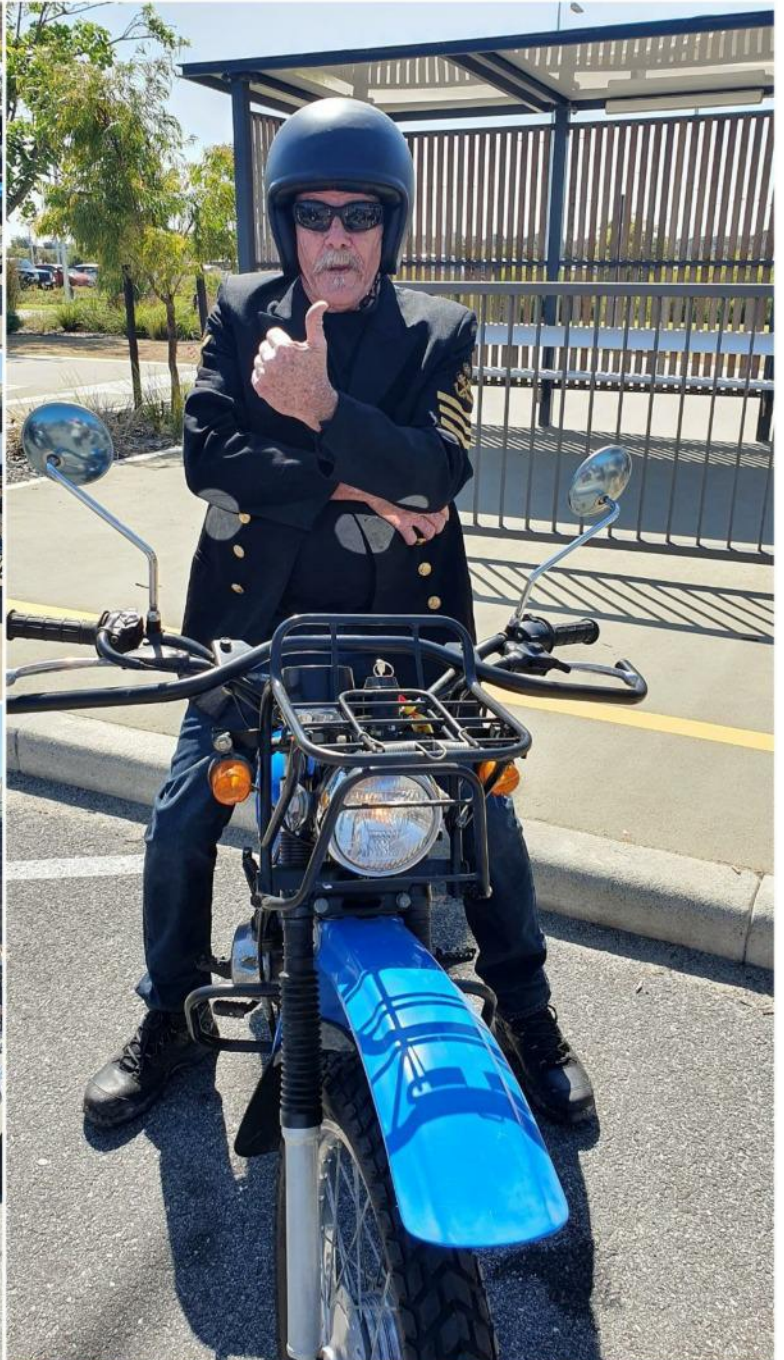


Below – Keith Wishart and his 1935 AJS 500 - *Pics by Jim Douglas*





**DISTINGUISHED GENTLEMAN'S RIDE: 29 Sep 2019:** Hot day, it said 34C on my temperature gauge! Lots of bikes, lots of bikes, lots of bikes, what more can I say? *Pics by Murray Barnard*



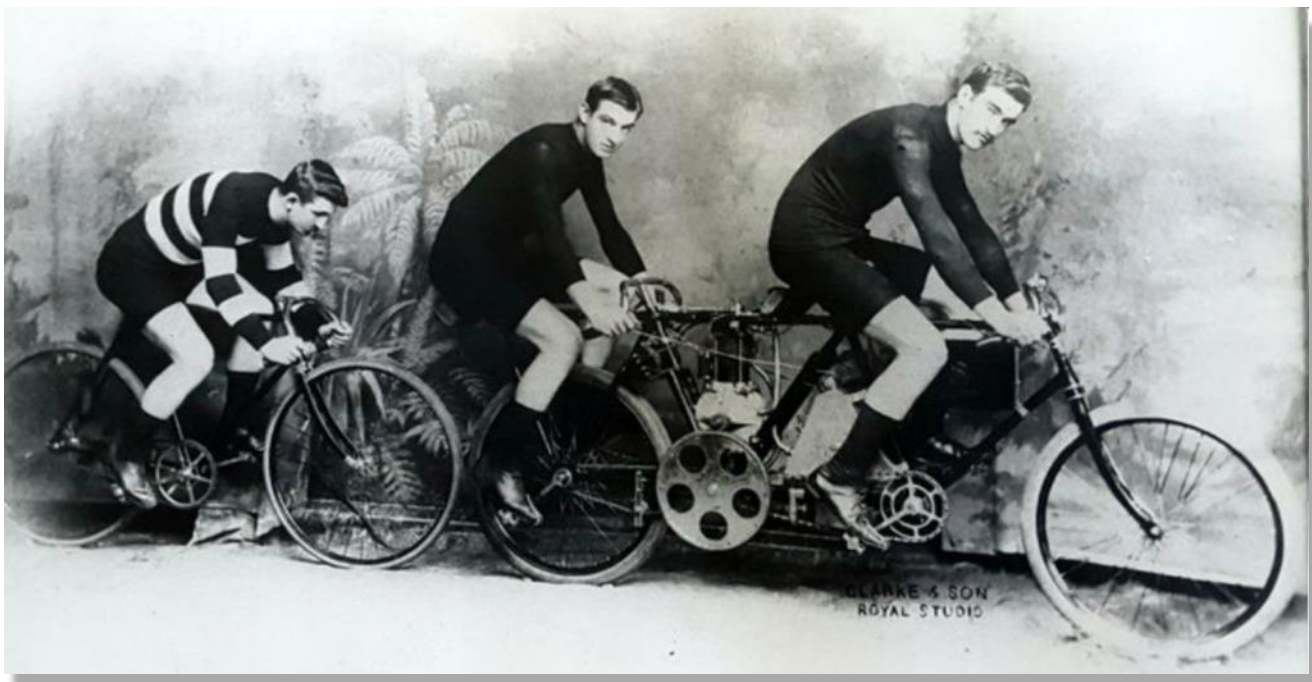
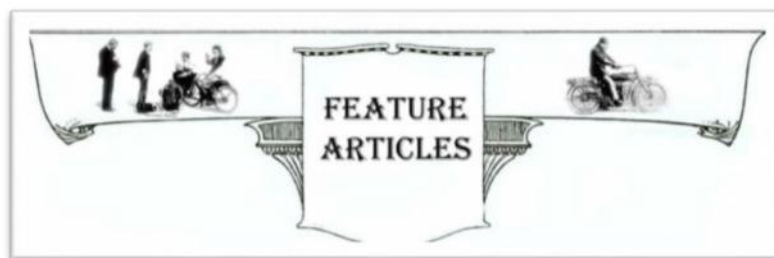


## Numb Bums and Oil Leaks

When France was occupied by the Germans in 1940, major French factories like Citroën were forced to produce equipment for the Nazis. Citroën president Pierre-Jules Boulanger knew he couldn't just refuse to produce anything, but he also knew there's no way in hell he's going to just roll over and build trucks for a bunch of filthy Nazis. Pierre had a plan. John Reynold's book *Citroën 2CV* describes Boulanger's sabotage efforts. Of course, he instructed workers to set a nice, leisurely pace when building trucks (likely Citroën T45 trucks) for the Wehrmacht, but that's fairly obvious. What was brilliant was Boulanger's idea to move the little notch on the trucks' oil dipsticks that indicated the proper level of oil down just a bit lower. By moving the notch down, the trucks would not have enough oil, but German mechanics would have no idea, because, hey, the little notch on the dipstick says its just fine. Then, after the truck has been used for a while and is out deployed somewhere crucial, whammo, the engine seizes up, and you've got a lot of angry, stranded, vulnerable Nazis, balling up their little fists and redly barking curses in German. It's such a fantastic act of sabotage: it's extremely cheap to implement, it's subtle, there's no way to see something amiss is happening as the trucks are being built, and it delivers its blow away from the site of the sabotage and when it will cause the most inconvenience and trouble. I suppose it could be apocryphal, but this is one of those cases where I'm going to choose to believe.

Sprung! Well known motor sport identity, let's call him Mr Blank, attracted the interest of the Police. His expenditure on his chosen sport was considered to be well in excess of that which could have generated by his relatively modest business. Suspicion grew, logically, that he may have another, illicit income, so to keep an eye on the coming and goings a scruffy van containing police observers parked at a discreet distance in the street. During the second day they were startled by loud knocking on the driver's door, ignoring this only produced further knocking. "Go away!" came the call. "It's your pizza delivery" the reply. "We didn't order a pizza, go away!" Then - "It's courtesy of Mr Blank sir, he thought you might be getting hungry in there!"

- Adrian White



*The first motorcycle raced in W.A. - A 1<sup>1/4</sup> hp de Dion powered tandem pacer by the Jewell Bros. - 1899*

**WERNER - THE FIRST MOTORCYCLE IMPORTED COMMERCIALLY INTO W.A. - *THE MOTOR BICYCLE.*** *West Australian* 25 April 1901 - "It has been recognised by the commercial travellers and other cyclists, who in the past have been



compelled day after day to pedal their way along the narrow tracks of the goldfields, that some power besides personal locomotion was becoming absolutely essential to make life worth living. First, the motor tricycle was tried, but it soon showed itself utterly useless for the work, owing to the wheels being of different widths to the ruts left by the waggons. Armstrong's Cycle Agency soon recognised that a single track bicycle was what was wanted, and immediately instructed their London representative to look out for the most suitable machine. After due inquiries they decided upon the Werner as the bicycle most suitable for this country. They have just landed one of these machines, which is at present on view in their Hay-street window, and they invite the inspection of all interested persons. In addition to the class of people above mentioned, the motor bicycle is also a boon to the pleasure-seeker."



Percy Armstrong



**REMINISCES OF 60S/70S JAPANESE MACHINES:** *US correspondent Harry Lime sent me this interesting write-up the other day...MB*



*Kawasaki Samurai 250 (restored by Richard Blackman)*

Had a Kawasaki A1 Samurai 250 back in the day. Also had an A7SS Avenger 350 which had a claimed 42hp, which was more than any other 350 at that time. The rotary valves would sheer off of their spline shaft if you missed a shift, and then suddenly clunk it into gear. The non-folding foot pegs we're actually dangerous...they had the worst drum brake. I don't know if it was the angles/the cables/the brake shoe material, but they were not as good as on the Suzuki X6 or the Yamaha DS7. It had a five speed with neutral below first gear, I think. Easy to find neutral, but, that made it too easy to miss shifts and sheer off the rotary valves. You would be riding along, and shift into what you thought was first gear, and you would hit neutral, the machine would redline in that accidental

neutral, and many people would clunk it into gear, and sheer the rotary valves off when they would make the crankshaft suddenly stop dead from 8000 RPMs down to 600 rpm's when they clunked it into gear.....only had a 5 speed.....they should've come up with a better method of securing the counter shaft nut onto the shaft. They often came loose. I do not remember it being the fastest of the 250s. That was the Suzuki X6 hustler which had a six speed box, & piston port engine, at least until the magnificent all conquering Yamaha RD 250 with its six speed, reed valve engine with the 54 x 54 stroke/bore made the scene in 73.



*Murray Croxton in 1971 on his Bridgestone 350. I rode the machine then and it was a rocket. MB*

Of course, the best of the air cooled two strokes is the Bridgestone 350. The Bridgestone has chromed bores, a dry clutch, a six speed, it would kick start in any gear without being in neutral, it would start without a battery. It was rotary valve. The reason Bridgestone is not the #1 motorcycle manufacture around the world right now is, there was a longshoreman dock strike in the late 60s here in the USA, it lasted for months. That strike stopped all imports of everything right when the new model year motorcycles were almost here. The ships were just offshore loaded with Bridgestone's. They had put all their eggs in one basket that year, and the longshoreman would not unload any ships because of the strike. That was the end of Bridgestone. Bridgestone was the most innovative of the two-stroke Japanese motorcycle companies. I wonder what they would have come up with had that strike not ended that bright future. I had two friends that had 350 Bridgestones. They drove from Pittsburgh to San Francisco down into Mexico across the country to Florida and back north to Pittsburgh on those machines, and they did not have any trouble with their machines. They took the 350 Bridgestone's because they had 6 gallon fuel tanks. Bridgestone was ahead of Suzuki, Kawasaki, Yamaha in implementing up-to-date technology.

Honda was allergic to two strokes. They just would not stoop to making two-stroke street bikes. I was a Honda dealership mechanic at the time, and my specialty was 350 Honda twins. They were junk. It was very unusual to see a 350 Honda twin that had the original camshaft in it at 15,000 miles. There was a bulletin from Honda to all the dealers that said to stock up on camshaft and related top and rebuild hardware and gaskets. They said for every 10 machines you sell, stock seven top and kits. To this day, I would not own a 350 Honda twin. Why were they popular? Because they had electric starters. Back in the 60s, I was one of the two-stroke café racer groupies.

The very first thing me and my friends would do when we would buy a new or used 250 or 350 two-stroke was put flat bars on it, and remove the turn signals if it had them from the factory. Install Koni shocks, and remove the centre stand. That was standard operating procedure. I was always trading machines with friends. They were cheap. You could buy a brand new 250 two-stroke for US\$595. The Kawasaki 500 triple was US\$995, the 750 Honda was US\$1095. I had several X6, DS7, RD 250/350, S1, S2, H1, Bridgestone GTR, motorcycles. I think I had four RDs. 3 S2s, never bought a new one. I was always trading cars, guitars, for motorcycles, I would get something like an my A1 and trade it for a 350 Bridgestone that someone forgot to put oil in the injector tank. I would fix the Bridgestone, and trade it for an RD or a Kawasaki triple. That's the way it was in the late 60s and early 70s. Bikes were cheap, they were everywhere, and they always needed fixed, which is where I would swap a good bike for one that someone was having trouble with, things like, blown crank seal, seized, dirty carburetors, crashed, the Kawasaki triples had crash



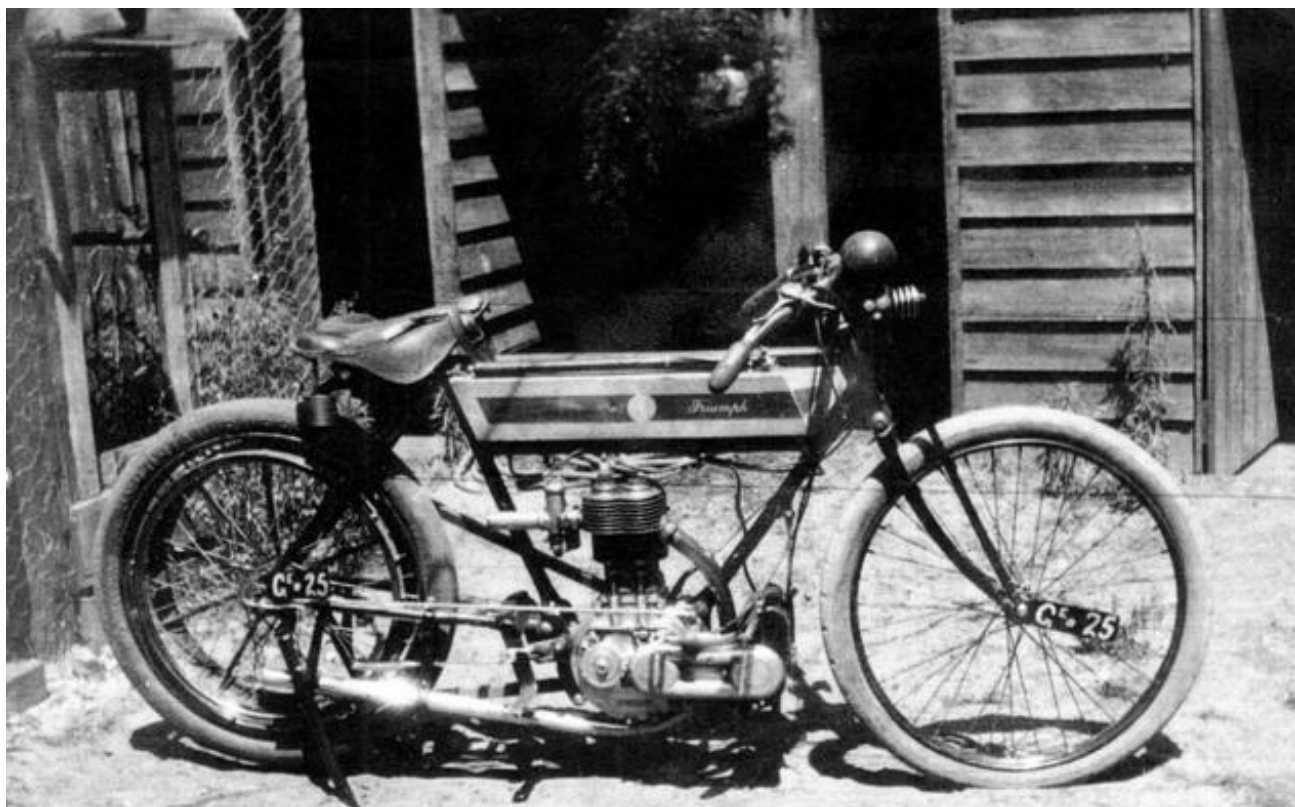
vulnerable oil pumps & they were also a bitch to start. They were also the worst handling two strokes ever. You would see them at local club road races doing tank slappers everywhere. You just didn't go out and ride without carrying new spare spark plugs and the tools to change them. Owners manuals actually told you useful things like how to change tires or adjust the timing, rather than be filled with warnings like "don't drink gasoline" that you see in today's owners manuals. Motorcycles actually came with crude basic tool kits and hinged flip open seats. Bikes were cheap/disposable, consumable. I know two strokes really didn't last that long. They generally needed a fresh top end around 10,000 to 20,000 miles. Except for those Suzuki T500 twins and 750 triple water buffalos. I never had one, but they had a reputation for lasting as long as a four stroke engine between needing a top end refresh.

You knew when your two stroke was getting close to needing new pistons, especially on a Kawasaki, because you would hear the dreaded piston rattle which was amplified by the air cooled cylinder fins. The reason Kawasaki had the most prominent piston rattle, sometimes even new was because they put their wrist pins on the centre of the piston. Other manufacturers would put their response slightly off centre to reduce piston rattle. Kawasaki didn't care about extra noise back then. Just look at the 1973 introduction of the Z1. You could always tell the difference between the Z1 and others like the Honda 750/4 because you would hear that straight cut primary gear whine emanating from the Kawasaki. Of course straight cut primary gears don't require reinforced thrust washers that helical cut primary drive require, because straight cut gears do not tend to push away from each other the way helical cut gears do, straight cut primary gears also transmit power in a direct line rather than at the angle helical cut gears do. I actually bought a set of after market straight cut primary gears for my A7SS Avenger. I loaned them to Eric Buell in the 70s, he still has them come to think of it.

In one of my swap deals back in the day I ended up with an H1R. That was a Kawasaki factory road racer like the one Duhamel raced for the factory. Those machines were such horrible handlers, that they were almost unrideable, which is how I ended up with one. It had sandcast cases, the bores of the cylinders were chromed, and it had a perimeter tube type frame, 4 shoe front brake. You had to replace the crankshaft on the racer about every 600 or 800 miles. I remember my friend and I had to drive all the way up to Boston from Pittsburgh to buy a rebuilt crankshaft from Kevin Cameron, the so-called expert on the Kawasaki triple road racers. He said he would not take the chance of shipping us a crankshaft because they are so precision balanced when they are rebuilt, that he wouldn't take responsibility unless we picked it up in person. So we hopped in my buddies brand new Chevy Vega, and did the 22 hour round-trip to pick up this precious perfectly rebuilt precision balanced crankshaft from Kevin Cameron, who happens to be the guy that writes for one of the magazines about two strokes. When we got home, that precision balanced crankshaft was so out of true, it would not even fit in the cases. So much for Mr. expert. I have never believed any of his technical rants in the magazine since.



*Bill Holt – Scrambles rider in 1955. All pics Meenar, except top right, which was at Northam*



*1921 – 94 Townshend Rd, Subiaco – owner Walter Masters 1896-1968*



*Above: Reynold Beste – Beardmore-Precision – Mt Hawthorn. Next page: Arnold Beste – Excelsior - photos supplied by John Linton*





**STRAIGHTENING AN ARIEL FRAME:** In 2000, when I bought a Ariel Red Hunter from Greg Donegan, he threw in some rusty frames that were found on the rubbish tip at the family's farm near York. The serial number on this one proved it to be one of 970 Square Fours made in 1938, factory records show it was supplied to a dealer in Aberdeen, Scotland.

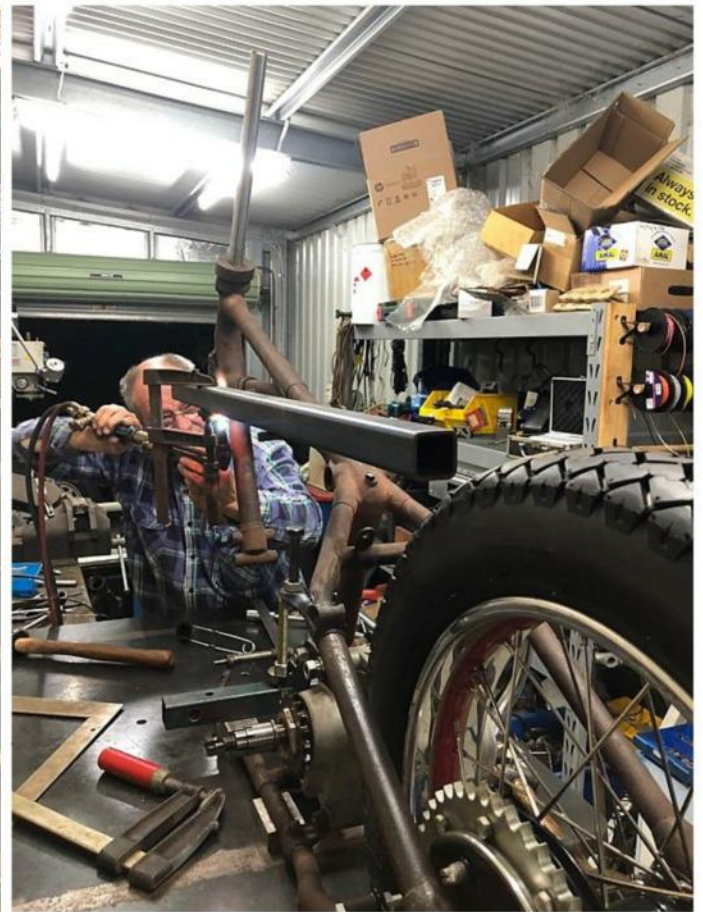
The frame was seriously bent; rear wheel, front head stock, tank mounts all had visible twists. Robert Mastai spent yesterday in my shed working on it, with his usual skill and genius, and the frame is now perfect; as good as it would have been ex Birmingham (maybe better?). The only straight part was the rear upper tube, which became our reference. My work table is 1" plate, perfectly flat (using Moore & Wright machinery level); weighs 500kg. We used lasers for levelling. The gearbox sprocket and rear wheel sprocket were 5mm out of alignment; now perfect.

The rear wheel was also 5mm out of alignment (LH side of the bike has taken a big shunt. The bottom rails and front engine mount were twisted & engine bolts wouldn't go in without levering front downtube. Seat mounting lugs were badly bent out of shape. Bottom gearbox lug was twisted. Tank mounts were twisted 3 - 4 degrees out of alignment. Front end was bent to the right, and twisted. Most of the straightening was done cold, but some lugs were heated to stress relieve, after making spacers & doing up tight.

Everything is now straight; seat mounts, sprocket alignment is perfect, steering angle is as per factory (62 degrees), tank mounts aligned, gearbox bolts screw in by hand, all engine studs slide in by hand. Happy camper; thanks Robert!!! - *Richard Argus*









# MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for maximum of 3 issues. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)*

## FOR SALE:

**YAMAHA XS1100 & SIDECAR:** 1978, new valves, rings, cam chain & pads. Dusting side car frame & f/glass replica chair mounted. 8 mths, full licence, \$9500 Keith Weller 92742476

**1967 G15 MATCHLESS 750** \$14,000 negotiable. Terry McKie 0428 129 208 Beverley



**TRIUMPH T150 TRIDENT** 1974 ex condition, with extra fittings \$13,000 ono. Mike Davie 95275806

**1947 VELOCETTE 350CC MAC** fully restored zero miles from restoration ready to licence 4 speed, Webb forks, new tyres/wheels, all bearings throughout \$12,600 Ph 0439294366



## Expiring:

**YAMAHA XS500** 1976 original paint, Club lic. \$4,000 ono Dave Bostock 0405122823

**TRIUMPH 3T:** 1946 Ph Don 0478632159

**AJS 350:** 1948. Ph Don 0478632159

**HELMET:** Shark RSF3 Full Face, Black and White Graphics, Size 54 small, New, \$150. Keith 0473147482

**LICENCE PLATES:** I'm open to offers for the WA licence plates 1951 6T, taken from my 1951 Triumph 6T Thunderbird, and 56DBD, taken from my 1956 BSA DBD34 Gold Star, which has since been sold. Ian 0452500094

## WANTED:

A few months ago, under the classified section, there was a maroon & cream **1951 BSA A7 500cc** twin motorcycle for sale. If the bike was not sold and the owner is still interested in selling, kindly contact Graham Keary on 0406 080 007 or email [keary@iinet.net.au](mailto:keary@iinet.net.au)

**BSA PARTS NEEDED:** for 1925 Round Tanker, Frame BR 9400 to BR 3100, Engine B24400 to 30900, 2 Speed gear box, Magie and Amac carbs x 2 and Parts for 1926 Wedge Tanker, I have frame, need everything else Pat Buckless 0409298017

I am looking to buy a post war (1945 to 1955) British 350cc or 500cc twin or single motorbike in working (or near working) order. All makes considered. Please phone Graham on 0406 080 007 or email details to [keary@iinet.net.au](mailto:keary@iinet.net.au).

**BSA EMPIRE STAR** 1937-39 250-350 frame or part of. Barry White Ph 0458160810

Wanted any parts you willing to part with for 1927-29 k model Velocette that I am trying to resurrect if you have the saddle type petrol tank please contact ASAP many thanks regards Richard 0419813124

**SIDECAR CHASSIS AND BODY** to suit a plunger frame BSA A7-A10, in fair condition. Jeff Sieber 0456 057 239

## Relisted

Hi, I'm looking for a **PETROL TANK** for my **1976 TRIUMPH BONNEVILLE T140V**. The one that is on the bike is a Indian replica and the cap does not fit properly and leaks petrol. If there is a genuine Triumph one available good, any colour. I can be contacted on: 0450 794 308 Ken Jordan

## SERVICES:

**SMALL ENGINEERING JOBS:** undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

**ASSORTED ENGINEERING SERVICES.** Reboring and resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price, m/s 870, 9304 3807, mob 0478632159

**Dad Jokes:**

My wife said she's leaving me to go and live with her mum in NZ because I make a song and dance about everything. She's leaving on a jet plane don't know when she'll be back again.

NSW police have confirmed a man who fell into a combine harvester while trying to steal it has been bailed.

Houdini was known to have used a lot of trap doors in his act at one time.

But he was just going through a stage.

A bloke walked into a bar, wearing a sharp suit, with his tie fastened down.

The barman said, "We don't like your tie pin here."

Irishman goes to the Doctor with a hearing problem, Doc says, can you describe the symptoms? Irishman says Homer's a fat bastard and Marge has blue hair.

The Grim Reaper goes up behind a shakey old codger and says "I'm Death." The old bloke turns and says "nothing to be ashamed of, I'm a bit deaf myself!"

The New Scientist Magazine reports that at last, The Blind have their own Porn Mag, And I thought to myself, " isn't that how you go blind in the first place.?"

# Old Iron



## 22 March 2020

Cannington Showgrounds.

- The Annual Classic Motorcycle Show (i.e. the Club display in the Main Hall). VMCCWA machines on display.
- The Perth Motorcycle Swap Meet, as usual for motorcycles and motorcycle related parts and accessories. Trade displays will also be encouraged, and
- The Centenary of Motorcycling Show. Members of the public with bikes which are manufactured prior to the end of 1994 (i.e. over 25 years from manufacture) and other clubs will be invited to enter the Centenary of Motorcycling in Australia Motorcycle Show.



# Busseleton Two Day

The Big Event

APRIL  
11/12 2020

Great ride, great food,  
great scenery,  
great company  
& great bikes

**Barry  
O'Byrne**

Contact

0418936254

for details

Application form  
in Chatter or  
online



## Xmas Cheer Bin

Our Club has developed a very nice tradition over the past few years of offering those doing it tough a bit of help, at a time which should be full of family gatherings, good cheer and happiness, especially for kids. We've developed this to include servicing surplus kid's bikes which have been most gratefully received by the Salvos. Nothing has changed; the support agencies are struggling to meet demand. We will have our Christmas Cheer Bin at the November meeting and your support is invited. We want non perishable food (wrapped Christmas cakes etc keep OK), toys, kids cosmetics like bubble bath, books, anything Christmassy like crackers or fairy lights; don't worry about stuffed toys, the Charity Ride gets a truck load. If you want to tidy up a bike see me or John O'Brien. And of course, cash is always welcome. Collectively we can make a very worthwhile contribution to the happiness of families in hard times. LET'S DO IT!

Adrian White







Dam Early Run - 3 Nov 2019 - don't miss it









# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE ~~December 2019~~





# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Elliot Montagu

## MANAGEMENT COMMITTEE

**Chair:** Nic Montagu – 0427171702 chair@vmccwa.com

**Deputy Chair:** Barry O'Byrne: 0418936254  
barryobyne2007@yahoo.com.au

**Secretary:** Richard Argus – 0418 934 550 rargus@bigpond.com

**Treasurer:** Jim Douglas – 94016763 treasurer@vmccwa.com

**Communication/Assistant Secretary:** Murray Barnard –  
0434215665 ildottore@iinet.net.au

**CMC Rep:** Les Vogiatzakis – 0488915103 les@dgas.com.au,

**Events Coordinator:** Stephen Hills – 0413678604

steve.mag@icloud.com,

**General Committee Members:** John Meneghini -

jmc36698@bigpond.net.au, Neil Freeman -

N\_Freeman@outlook.com

## WEB & PUBLISHING TEAM

**Webmaster, Chatter Editor, Publisher:** Murray Barnard –  
0434215665 ildottore@iinet.net.au

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,  
6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1<sup>st</sup> Time Examiner and Concessional Licences:** Phil Skinner  
94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time and  
place for machine eligibility inspections: Keith Weller – Bushmead  
– 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim  
Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah –  
0410000617, Colin Brazil – Warwick – 0437607067, Les  
Vogiatzakis – Dianella – 0488915103

## OFFICIALS

**Membership Secretary:** Mario Cudini – 0418212863

membership@vmccwa.com,

**Assistant Membership Secretary:** Mike Blake – 0404692425  
mikeblake@iinet.net.au

**Welfare Officer:** Adrian White 0438335563

sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Invigilator:** Chris Davis

**Meeting Registrar/Raffles:** John Laurance

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508  
(when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms  
is required for your event Ph. 94532728

**PRE-31 SECTION:** Chair: Ken Vincent – 92932093, Secretary  
Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell (fees  
payable to BSB 016499 Acc 481977532)

**CLASSIC SECTION:** Coordinator: Jim Douglas 94016763

**POST 70 SECTION:** Coordinator: Steve Hills – 0413678604  
steve.mag@icloud.com, Treasurer: Chris Davis –  
chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc  
0260192. Facebook page: facebook.com/groups/vmccwapost70)

**ALBANY SECTION:** Chair: Paul Armstrong – 0417051378  
(patnpaul2016@gmail.com), Albany Section Secretary: Roger  
Bittner – 98446524 (rokebit81@gmail.com)

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc –  
21998733**

**Club Postal Address:** P.O. Box 2268, High Wycombe,  
W.A. 6057

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa (to view and post, you  
need to register on Facebook & then message web admin).

**Monthly Club Meeting:** First Wednesday of the month,  
Wattle Grove Clubrooms, Hale Rd at 8pm

**Pre-31 Section:** Meet every 4<sup>th</sup> Wednesday of the month.  
8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meeting 3<sup>rd</sup> Monday of each month.  
7.30pm Unit 4, 4 Malcolm St, Maddington

**Albany Section** – 1<sup>st</sup> Thursday of the month 7.30pm sharp.  
Little Grove Albany.

**Parts Store:** Open most Weds 9am -12 Noon & monthly  
meeting nights from 7pm

**THE VINTAGE CHATTER™**; is the official newsletter of The  
Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA).  
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personal opinions and not Official Club policy. Cut-off for  
submissions is no later than 5pm on the 12<sup>th</sup> of each month. The



impossible we do, miracles take longer.

**BASIC VMCCWA™ PRINCIPLES:** The Club exists for ALL  
members. In engaging with members, approved events will be  
advised in advance to all members. The Club values the privilege of  
404 concessional licenses. To protect this privilege the Club will  
always advise the legal requirements and DoT expectations to  
members. Compliance is an individual's responsibility. Your  
privacy is paramount, you should only ever receive Club authorised  
bulk emails through the club website/web administrator.

**Cover:** York Motor Museum during 2019 WA TT

# Coming Events

## REGULAR APPROVED CLUB EVENTS:

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

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**Albany Section** – 1<sup>st</sup> Thursday of the month 7.30pm sharp. Little Grove Albany.

**Parts Store:** Open most Weds 9am - 12 Noon & monthly meeting nights from 7pm. Closed from 18 Dec 19. Reopens 15 Jan 20.

**Thursday Morning Coffee Meet-ups:** Meet at the "Bean 2 Brook" cnr Canning & Pickering Brook Rd's, Pickering Brook, 10.00am, Thursdays for Coffee, snacks & chat. Enjoy the ride through the hills.

## LAST EVENT FOR 2020:

**26 DEC – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed timetable, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)

## EVENT DATES FOR 2020:

**9 FEBRUARY - ROLEYSTONE TT™:** Never ridden the Isle of Man TT and Manx GP Mountain Circuit?

Well now is your chance! Ride the Mountain Circuit to Roleystone. Same length as a lap the famous Isle of Man circuit. The lap record at the Isle of Man is 16mins 55 secs, however, we don't aim to beat that...this is not a speed event, this circuit has speed limits! Lots of twisty winding roads and some hills to climb. Make sure you turn up for the Roley TT because it is starting at Keith's place in Hazelmere. The TT run will be through the hills to Paddy's Bush Bar in Karragullen where drinks, entertainment and a fine bar menu are available. The run will be approx 60 kms one way. Route sheets will be made available. Assemble 10.00am, depart 10.30am. 9 February 2020. Start: Keith Wellers, 122 Bushmead Rd Hazelmere. Parking for trailers available at start. Finish location: Naked Apple Cider House, 1008 Brookton Highway, Roleystone. Great grub from the menu and drinks from the bar. Bring your partner to enjoy the social occasion. Register for lunch with Murray Barnard by 6 January to guarantee a seat - 034215665 [web@vmccwa.com](http://web@vmccwa.com)

**16 FEBRUARY – NORTHAM SWAP MEET:** Meet at Mundaring Station Masters House car park 6.30am for 7.00am sharp departure, approx. 1 hour ride to Northam 65km. Leaving Swap Meet at 10.30am, stopping at Bakers Hill on way back for the traditional pie. \$5.00 entry to Swap Meet. Barry O'Byrne 0418936254

**23 FEBRUARY 2020: OLD FORKERS™:** This run is put on by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes to all club members. It will be a short run about 45min (good for veterans.) Starting at the club grounds Hale Rd Wattle Grove and finishing at the club grounds about 9.00 am for a breakfast and display of bikes and other period memorabilia. All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest

bike. The run and breakfast will be put on for all members ride or not at \$5.00. Time: assemble 7.30am for 8.00am start of the run before the day gets hot. Breakfast BBQ from 9am. Enquiries Ken Vincent Ph 9293 2093

**22 MARCH 2020 – OLD IRON CLASSIC MOTORCYCLE SHOW AND SWAP MEET™:** The Club Motorcycle Display is being planned as we speak and the theme is 100 years of motorcycles in Australia (i.e. 1896 to out cut-off period which is 1994 in 2020). Again, the club is seeking club eligible machines for display. The Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club. To register machines for the display contact Murray Barnard via phone or email at 0434215665 [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au).

If you need a new display board advise Murray asap otherwise please use the board from 2019. If you are providing a new registration please provide photos of your machine if possible. Minimum details required are:

Machine:  
Make:  
Model # or Name:  
Date of manufacture:  
Your name:  
Phone #:  
Email:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible. Registration is an indication of interest. It is understood that personal circumstances may change by March 2020.

**4/5 APRIL 2020 – ROARING TWENTIES RUN™:** this run will start and finish at the Wattle Grove



club grounds – more info & entry forms contact Ken Vincent 92932093

**11/12 APRIL 2020 – BUSSELTON TWO DAY RALLY™** : is an iconic event for the VMCCWA and is worthy of your support as a member and M/C enthusiast. This event has a long history and has played a role in developing some of the legends of this club. The event was first run in Feb 1972 and the riders faced strong winds and 45c heat. All of the 45

entrants rode belt drive veteran bikes as well as braving those conditions. The run only went to Bunbury with an overnight stop at the Rose and Crown Hotel. The return finished at Armadale. The Weekend Mail newspaper offered to sponsor the event as it was claimed to be the longest distance of a timed event in the world. An event from Durban to Johannesburg in South Africa challenged that claim and I am well informed that our event was in fact the longer. Bill Young won the event on a

1928 Cammy Norton. The years have rolled on and research shows that Barry Makin won his section of the event 13 times without the use of a speedo. He only missed one event, in 2005 due to illness. I look forward to your participation in this event and as you can see these events do develop legends, will you be the next one? Contact: Barry O'Byrne, 0418936254, [barryobyne2007@yahoo.com.au](mailto:barryobyne2007@yahoo.com.au).



#### ROARING TWENTIES RUN

4th/5th April 2020 - open to all pre 1931 bikes - this run starts and finishes at VMCCWA club grounds Hale Rd Wattle Grove 6107 - with an overnight stop at Beverley

Perpetual trophy to who ever rides in "the spirit of the event"

Best vintage trophy - best veteran trophy - best small bike trophy - special award for all belt drivers - plus more awards and grande raffle drawn Sunday BBQ

Bike display in Beverley Sat' afternoon - free dinner at the Beverley Hotel for all entrants

Run by the Pre 31 section VMCCWA

Book your own accomodation at hotels - a.s.a.p ! Limited rooms mention VMCCWA - ph Beverley Hotel 9646 1190 Freemasons Tavern 9646 1347

More info and entry forms closer to date - Ken Vincent 9293 2093



#### MINUTES OF THE VMCCWA AGM – 6<sup>TH</sup> NOVEMBER 2019

Held at Wattle Grove commencing at 8.05 pm

Chairman: Barry O'Byrne, Secretary: Richard Argus (acting), Treasurer: Jim Douglas.

Apologies: Nic Montagu, Colin Tie, John Moorehead, Colin Bramwell, Tom Forsyth

A count was taken; confirmed from the member's attendance sheet that 62 had signed the sheet. Therefore, a quorum was realised

(N.B. minimum of 56 – including proxies). Members Attending: 62. Proxy votes: 9 Apologies: 3

1. - Microphone Usher: Jeff Spencer
2. - Visitors: Terry Ryan – from south of Pinjarra – bike collection includes a Norton Café racer, 1927 Triumph and a BMW.
3. - Welfare report (Adrian White):

Roger Bowen update – undergoing treatment for stomach cancer (present at AGM).

Chris Rees – Funeral was held in Albany.

Ron Page – Prostate removed; doing OK.

Brian Rodwell – recovering; attended AGM and planning to remount.

Ken Wiggins – slowing up; old age is taking its toll.

Leon Spicer – Will be celebrating marriage.

Colin Tie – Having some health challenges; not riding the Gold Star a lot – like to hear from members.

4. – 8 off prospective new members: The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member:

William John Waideman, Dan Wilkinson, Shane Morris, Raymond Oliver, Tony Matthew Forsyth, Tony Perrett (rejoining), Rodney Fowler & Greg Tomlin

#### 5. - **Minutes of the GM October 2019:** Ratification

Chris Davis proposed the minutes be accepted. Seconded by Keith Weller.

#### 6. - **Committee Annual Report**

An interesting, and at times a troubled year, for the club and the committee in 2019. A problematic start when the club had no Secretary and no Treasurer following the 2018 AGM elections. Three members who were voted onto committee at the AGM decided to resign without even attending a committee meeting. How committed were they? Hopefully they will never again stand for committee and abuse the trust of the membership. During these early days the Chairman did a great job filling in the holes in committee with volunteers for Secretary, Treasurer & Communication without whom the club would be unable to function. The committee took on the job of running the club motorcycle show and swap meet (OLD IRON) and what a success that was. The club had a major display of members bikes (over 130), had the largest paying audience we have ever had, and took more money from gate attendance than we have even done before by some considerable margin. Some of the profit from the success of the show was made available for the purchase of a covered club trailer for future events and investment in next year's Show. We continue to re-vamp some of our events and are looking to continue this into the future. The WA TT is one event where the numbers attending have dropped off significantly in recent years. This is being re-launched as an open event with a Commemorative Edition of the Chatter to whet the appetite of participants. There is also support from the town of York to add flavour to the event. We also had well attended events so far this year including Keith's BBQ and the Chittering ride. We look forward to the Gypsy tour to meet up with our colleagues in Albany, plus Richard's Ora Banda and toy ride in Kalgoorlie, where we expect good support from club members. Our Chair, Trevor decided to resign in July due to ill health. We wish him well in the future. We would also like to thank all of the volunteers who put in the time and energy to make our club such a success. There are too many to mention but you are all invaluable members of a fantastic motorcycle fraternity. - *The 2019 Committee.*

#### 7. - **Finance Annual Report** (Jim Douglas)

The club is in a sound financial position. The Profit and Loss for the year is:

Sales:	\$37,056
Cost of Sales:	\$12,044
Expenses:	\$31,231
Income from Subs etc:	\$32,264
Retained earnings:	\$26,044

The Balance sheet at year end is:

Current assets:	\$328,517
Non-Current Assets:	\$241,056
Liabilities:	-\$1,595
Associated section interests:	\$16,021

Total Equity:	\$567,978
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Copies of the audit can be obtained from the treasurer and will be available on the club website.

Question from the floor as whether the unit had a current valuation. Treasurer answered no. Andrew Hobday asked whether the net value of the club had increased; Treasurer responded there was a minimal increase.



8. - **Elect the Office Holders** of the club for the next year:

The following members are standing for election as Office Holders of the club.

*Chairman - Nic Montagu*

*Deputy Chair - Barry O'Byrne*

*Secretary – Richard Argus*

*Treasurer – Jim Douglas*

No ballot was necessary, because the number of nominations matched the number of vacant positions. The office bearers were elected unopposed.

9. - **Resolution** to agree the numbers on Committee for the next year

“A motion will be put to the meeting that “*there be 5 general committee members on the management committee.*” in addition to the statutory Officer positions”

Jim Douglas put the resolution to the members; seconded Richard Argus. The resolution was carried on a show of hands.

10. - **Elect General Committee members** for the next year

The following members are standing for Committee

*Communications Specialist/Assistant Secretary - Murray Barnard*

*General Committee Member - Neil Freeman*

*General Committee Member - John Meneghini*

*General Committee Member - Les Vogiatzakis*

*General Committee/Events Coordinator - Stephen Hills*

The nominated committee members were elected unopposed.

11. - To elect the **patron** for the next year: Elliot Montagu

Chairman gave Rex Edmonson a big thank you for an outstanding job as the outgoing Club Patron. Elliot Montagu was elected Club patron.

12. - **Resolution** to apply new By-law re financial limits:

A motion will be put to the meeting for a new by-law for “*any single item expenditure of club funds over \$25,000 will need to be agreed by the membership at a General Meeting. The purchase of motorcycle related collections for auction or our parts store will be exempt from this rule on the basis that we may need to move quickly.*”

Jim Douglas moved the resolution be accepted. Seconded by Chris Davis. Carried on a show of hands.

13. - **Reports.**

**Albany section report:** Things are going fine here, we are getting a good turnout to our GM's and club runs, a steady trickle of new members and I am issuing a good number of CMC1 forms. This, along with excellent backup from the Perth club, and a good feeling of camaraderie amongst our members bodes well for the future of our section. - *Roger Bittner. Albany section secretary.*

**Pre-31 section:** As I have just taken over the reins of the pre-31 Section there is not a lot to say. We had a good year for vintage and veteran bikes with the roaring twenties run bringing even more old bikes out of the sheds and the Beverley re-enactment run saw a few new (old) bikes. Our other events were the old forkers display and pre-31 foundation run. Plans are afoot to run the 2020 roaring twenties event from the club grounds At Wattle Grove giving the metro members a chance to see these fantastic “old” bikes. - *Ken Vincent Chair*

**Post 70's Section Report:** We have had a very proactive year with the section hosting a sausage sizzle at one of the club's monthly meetings and also at the Arthur Grady display in Fremantle. The members contributed greatly to the catering at the Old Iron Show and Swap meet and gave their expertise and materials to the refurbishment of the new events trailer. We are now utilizing the club unit in Maddington for our monthly meetings and have purchased a gas heater, folding tables and a gazebo, which the whole club have benefited from. Chris Davis has been managing the finances and we now have a standalone bank account and the majority of the funds will now be allocated to end our end of year social event. - *Stephen Hills, Post 70's Coordinator*

**Web Admin & Chatter Editor & Publisher:** It has been a very busy year with 10 Vintage Chatters produced in the last 12 months, including a commemorative issue for the WA TT. That is a lot of words and photos, articles and event notices! As well the website has been completely rebuilt and offers a substantial viewing experience for those who choose to browse all the content. The public website promotes the Club and has a wealth of archival material on there with photos going back a decade. The main members' site

has been redesigned to make it easier to navigate and site visitors will find it is easy to log a run or post an advert. Photo galleries, the latest Chatter and forms are all on the menu, as well as Club procedures and rules. The Chatter archive has Chatters from 2006 to the latest issue online. The tech library is slowly growing and don't forget the Facebook sites I also manage for Club Members, Post70 and the Old Iron Classic Motorcycle Show. Not to forget we have a public website promoting the W.A. TT and another one promoting the Old Iron Motorcycle Show and Swap Meet. The Club database and Club's online document storage site support Club activity during the year and they also require maintenance and updating at regular intervals. Ensuring the websites, the database and the document storage areas are protected, all this data is constantly backed up to a cloud storage site. So these jobs require almost daily full-time administration, so I look forward to a break at the New Year and thus bi-monthly Chatters become the norm until special needs arise such as the AGM or Special Events. - *Murray Barnard*

**Membership Secretary:** I have been the membership secretary since March & in that time I have added some 40 new members into our club. Renewals for 2020 are coming in steady & I have processed 120 applications so far. A reminder to members who are paying EFT to put their name & or member number as a reference This simple task makes my job a lot easier & ensures members are entered in the data base as paid. Members are also requested to complete & submit a renewal form when they are paying their dues. There has been a change in the way membership cards are now done. Those members who have an e mail address are now receiving their cards in a PDF printable form & the onus is on members to then print & laminate if they wish. The other alternative is to take a photo of their card on their mobile phone & have that as their permanent record. To those members who do not have an e mail address, I am still printing & laminating their cards & they will receive their laminated card via the post. - *Mario Cudini – Membership Secretary*

**Library report:** A good past year with more books added to the club library both bought in or donated. A new photocopier gives members the opportunity to make a copy of articles from old magazines etc. Mike Williams has settled in to the tech' library. We are insulating the roof space above the room to help in the hotter weather with thanks to Dennon Pike. We have been focusing on biographies but if a member sees a book you might like to see in the Library, do not hesitate to let me know. We are open on club nights from 6.30pm to late. - *Ken Vincent, Librarian*

#### **Spares report:**

Another good year in Spares with stocks arriving from various collections being sold to club members. Around \$14,230 was donated to the spares dept from Nov 2018 – Nov 2019.

Again many thanks to Chas Bayley for his magnificent efforts & knowledge on those machines made in the homeland.

Thank you very much to Rob Litster, Jeff Russel, Steve Cable and others for their help in sorting out and packing on the shelves all the gears, shafts, sprockets, etc.

A big thanks to John O'Brien and Rick Splatt for their contribution to the kitchen (cupboards, sink, tap & plumbing).

To these gentlemen: - Chas Bayley assorted parts, Trevor Stephenson assorted parts, Kevin Kerr a large supply of Yamaha XS650 parts and motor, Arthur Sutton Suzuki 4 cylinder motor & parts, Wayne Phipps ((Wayne Phipps Smash Repairs Midland), for a large collection of Douglas parts. Again; thank you for these substantial donations.

Wed mornings around the coffee table has proven to be a great source of information, anecdotes and humour. I am sure many of the world's problems have been sorted or put into the "Too Hard" basket for future discussion.

To the outgoing committee; Thank you. To the incoming committee; Welcome.

Thank you, - *Keith Weller*

**Registrar's Report:** Since the last AGM took place the following activity took place in the register:

Transfer of ownership: 15, New 404 registration: 30, Transfer from full license to 404: 17

Generally, the procedures go fairly smoothly. The only problem we sometimes encounter in DOT is when they will not accept a "copy" of the CMC1. For this reason, I normally post them, but if a member is in a rush and specially requests an emailed copy, I will send one. - *Lat Fuller, Registrar*

**First Time Examiner's Report:** Phil Skinner sent apologies; report will follow.

**Dating Officer – pre 1931:** No Veteran bikes (Pre 1919) were dated in the last year and only one Vintage bike (Pre 1931). This was a 1927 Triumph for Dennis Cranston - *Michael Rock - Pre 31 Dating Officer*

**Dating Officer 1931 to 1970:** For the 2018/2019 year I have dated 22 bikes for the members of the VMCCWA and I have carried out one appraisal inspection. By Manufacturer the following numbers were dated: BSA 9, Triumph 2, Norton 1, Kawasaki 1 Machine appraisal, Honda 4, Royal Enfield 1 (found to be not club eligible), AJS 1, Matchless 1, Yamaha 2 & Jawa 1. By Manufactured Age: 1931 to 1940 nil, 1940 to 1950 2 bikes, 1950 to 1960 7 bikes, 1960 to 1970 8 bikes. An extra 5 bikes were dated to cover unavailability of other dating officers. The trend for the year again seems to be BSA, although the general age of the bikes being dated are creeping more towards the 1960's. However, "variety is the spice of life" and we have 10 different manufacturers represented in the bikes dated this year. I continue to provide members with dating information of engine and/or frame numbers to assist in restoration projects. - *Maurice V Glasson - Dating Officer 1931 to 1970*

**Dating Officer Post 70:** For the 2018/2019 It was a busy year! I dated 45 bikes, ranging from 100cc to 1100cc, and from 1970 to 1992. That included 1 BMW, 1 DNEIPER, 3 Ducatis, 3 Harley Davidsons, 10 Hondas, 7 Kawasakis, 4 Moto Guzzis, 1 Norton, 1 Royal Enfield, 5 Suzukis, 3 Triumphs and 6 Yamahas. I also inspected 5 bikes. I had one Kawasaki that was not dated as it was a



non-member who had applied. Maurice Glasson was also kind enough to date three of my post 70s bikes to avoid conflict of interest.  
- *Les Vogiatzakis, Dating and Inspection Officer, Post 70's.*

**CMC Member Representative:** I have supported the Club's position as delegate to the Council of Motoring Clubs of WA (CMC). The club continues to be a member of the CMC and knowing and understanding how well we do things compared to other motoring clubs, and staying up to date with our obligations designated by the Department of Transport remains a very important part, and why John Moorhead maintained it for such a long time (12 years) prior to his retirement from the role. We have locked in the 2020 Old Iron Show and Swap Meet into the CMC calendar for next year, so there will be no large car club events clashing. We will continue to attract attendance to such open events, and potential new members with their support by the other 109 member clubs. - *Les Vogiatzakis - CMC Member Delegate*

**Events Coordinator:** Refer to reports sheet.

**Regalia Report:** Nothing to report other than compromises were necessary in the club shirt design, in order to keep costs down  
*Andrew Hobday*

### **Welfare Report (2018 – 2019):**

During this year I made the decision to not send flowers or insert newspaper notices on the death of a member. Several recipients of the above were grateful but preferred the money went to an appropriate charity, in the name of the deceased. This has been well received with an explanation of this move in "The Chatter".

We sent the following: 1 x flowers, 2 x donations to Cancer Council, 1 x donation Alzheimers Association, 1 x newspaper notice, 40 x cards. Total cost for above: \$444.15

No problems during the year so long as members keep me informed – if I know about an event, I'll act on that. – *Adrian White*

Club officials for the last year were recognised, chair endorsed their continuance in the roles.

### **13. – General Business.**

- ☐ Adrian White has bikes available for repair, in support of Salvos Christmas appeal. Members urged to support. Also, Salvos Christmas Cheer bin is in club room; members can deposit goods / gifts.
- ☐ John ? mentioned poor support for Dam early Run; requested more member support (attendance).
- ☐ There will be a sausage sizzle before next month's GM

Meeting closed at 9.00 pm

**MEMBERSHIP RENEWALS FOR 2020:** please note that a membership renewal form is included on this Chatter's mailing slip and also online. Get in early please. Fees have not increased and the Single and Family member classes have been combined at no extra cost for Metro and Country members. Annual fees are due by the 31st of December each year. Renewal reminders will not be sent to members, however, a renewal form will be found in the Chatter and online. If fees are not paid by 31st December you will be ineligible to vote at general meetings, unable to access the parts store or library and will not receive a Vintage Chatter. Late payment after 31 March each year will ultimately result in the member having to re-join and pay the additional application fee. All members are expected to renew using the Renewal form. This being necessary to update any changes in member details.

I am asking for members help when paying the dues, please use the renewal form so that we can keep the database details accurate and up to date, particularly address and email changes also phone numbers. If paying online please be sure to include your name first on any description, if we don't know who paid it we can't update your status. Proof of financial membership will be provided by email to those online and by mail to others. Stamped addressed envelopes are no longer required. *Mike Blake (Membership Assistant)*

**DISCIPLINE MATTER:** Member Darren Jones was found to have acted detrimentally to the Club and was expelled from the Club wef 13 November 2020.

### **VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019: - Regalia Officer - Andrew Hobday - 0411 358 428**

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10	Machine Badge (Metal)	\$20

**IHC TWO DAY RALLY – 7/8 MARCH 2020:** Open to all Indian Harley Club members and also members of any other vintage/historic motorcycle club. Machines ridden must be over 25 years old. For more information see the Information Pack on [ihc.wildapricot.org](http://ihc.wildapricot.org). If you would like to post your entry in please download the Entry Pack or enter online at [ihc.wildapricot.org](http://ihc.wildapricot.org).

Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. **Registrations (limited to 200 riders) close on 7th February 2020. Definitely no entries accepted after this date, or on the day of the rally.**

**VALE – DENNIS ROGERS:** sad to report the passing of Dennis Rogers, at age 83, after being poorly for the past year. Sympathy to his family and friends. Dennis was very proud of the fact that he managed to find & restore a 1956 Douglas Dragonfly. *From 2009 Chatter: Here is a short history then I'll tell you what has just come to pass. I tried on and off to buy a Dragonfly for 40 years. While Pete my son lived in London, he chased down a bike in Yorkshire, but after going all that way the bike turned out to be a bomb. While Joan my wife and I were on holiday in Bristol some years later, Pete rang me from Australia and told me he'd found a Fly in Victoria Aus. I'm in England at the place Douglas's were made and the bike I wanted was back in Australia. How good is that ??? It was for sale in a motorcycle mag. I, told Pete to get the guy to hold the bike for me until I got back home, which he did. This guy's name was Don Fiore from Sale Vic. You need to know his name as you will see. Don told me the history of the bike as he knew it. It was a genuine machine with only 3000 miles on the clock. "The bike has only done 4500 miles up until now, that's in 53 years." What I found out about the bike from Don Feore was the bike was purchased in Australia and shipped to Singapore, by whom I don't know. On the purchase of the bike by me, Don gave me all the paper work he'd saved on the Fly when he'd brought it in Singapore. This included a Vicar's rego book in Singapore with all the Vicar's addresses and years of duties he'd paid on the bike. Earliest date I have in Singapore is 1966. According to Don the Vicar got caught playing around with some of his flock and had to do a runner. (I tried to get in contact with the said Vicar for personal reasons HA HUM!). An Indian Singaporean wanted the Douglas and was told by the Vicar that the bike was no longer mobile but that he could have it. The Indian's name was Martin Ambrose. He and his son Karl, who would have been about 26 at the time duly picked the bike up and it was left as a restoration project, which never happened. Don Fiore purchased the bike from Mr. Ambrose and fully restored the bike in Singapore, roughly 36 years ago. The Dragonfly was then sent back to Sale Victoria with three Nortons that Don Fiore had also restored. All these bikes sat around Don's pool table for 28 years and were used as seats for the pool players. The history of the bike I got from The London Douglas Motorcycle Club, the Dragonfly being manufactured in Kingswood Bristol in 1956. In 1957 the bike was bought by a dealership in Brisbane Australia; Noxall Motors on 28/3/57. Hence then to Singapore. Now, a few weeks ago a customer came to Munich Motorcycles which sells only BMW parts Australia wide, and Bruce the owner of Munich got talking bikes to this customer and the subject of a Douglas Dragonfly happened to be mentioned. Douglas's being a boxer twin like the BMWs. This customers name was Karl Ambrose !! Karl is now 60 years old ! As the conversation went on Karl said that his father had once owned an old Douglas Fly in Singapore. Karl rang me and told me the Singaporean registration plate number which was the same as the one on the log book. Or I should say, the Vicar's? Once we got onto this track all the evidence came out as Karl remembered the Australian's surname as being Fiore. Well the history of this Douglas isn't quite complete but nearly. Just amazes me how small the world is at times. Just a chance conversation that's all it took.*



Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

#### ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events - 2019 /20	Trailer Backup
October 13th	Richard Turpin's run	Manfred
November 10th	Gypsy Run. Note: a one minute's silence will be held at The Chalet to remember our deceased riders	Andy
November 30th	Salvation Army Charity Run	Not required
December 8th	Christmas Tree run, & BBQ at Chalet	Required
January 12th	Cambodia relief charity run	Required
February 9th	Lynton and Ron's run	They will do backup

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul2016@gmail.com](mailto:patnpaul2016@gmail.com) or the section secretary, Roger Bittner, 98446524, email [rokebit81@gmail.com](mailto:rokebit81@gmail.com)

**RICHARD TURPIN'S RUN** always draws a big turnout, and this one was no exception, over 30 of us descended on their place at Cheyne Beach. On the run down there most of us stopped off at the Mt Manypeaks store for coffee. A few were missing, but all was OK as they had stopped further down the road, back together, we continued on. For the second half I stayed at the back, and I always



enjoy seeing a line of our riders stretching way ahead, it's a good feeling to be part of a club run. When I say I stayed at the back, that isn't strictly true, I was being followed by an enormous orange vehicle. That was Peter Ogborne in his new Fiat camper van, towing the trailer. It's a well kitted out vehicle, and Paul suggested it would make a perfect travelling canteen/rest room to accompany us on our rides. Peter either didn't hear, or chose to ignore that remark. Anyway, when we arrived Christine had laid out an enormous spread of food for us, Richard told me she had gone down to Cheyne's at 7am to get everything ready. The amount of effort Christine put in for us was way above and beyond. Cooked food, sandwiches, cakes, fresh fruit, and beverages. Their generosity is truly exceptional. Richard held a raffle and 6 lucky members received a prize to round off their day. We didn't have any breakdowns, but 2 members later told me they had a close call with Kangaroos on Cheyne Beach Road. A sober reminder to take it easy when riding through areas of thick bush. Thank you so much to Richard, one of our staunchest members. And his lovely lady, Christine, for giving us an enjoyable day out. *Roger.*

#### ROGER THINKS HE IS A PIRATE!



**VALE MIKE HYLAND:** long term member Mike Hyland from Denmark passed away on Monday 25 Nov 2019. Mike was a valued member of the Albany section of the Vintage motorcycle club and for years organised and ran the fuel economy run based in Denmark and surrounding areas. – *Paul Armstrong*

**A CHOOK STORY:** The Honda CT 125 was a dedicated farm bike, produced by Honda for the agricultural market. It was introduced in 1975 and production ran until 1995. In the late sixties/early seventies the Japanese industry began to dominate the world's motorcycle market. Cheap lightweight two stroke motorcycles were sold in rural Australia by Yamaha, Suzuki and Kawasaki. These bikes were designed specifically for the "Ag" market. Yamaha lead the way with the AG 100 and later with the AG 175. Suzuki jumped in with their TC90 and then Kawasaki responded with a KV 100. All these models had low speed gearing, wide single seats, large carry racks and low pricing. All of which appealed to the farmers. Honda, not having an immediate dedicated farm bike, decided to repurpose the TL125, which was a four-stroke trials bike. Honda brought it to the market as the CT 125 outfitted with a large carry rack, a fat single seat and high clearance mudguards. Of course, this four- stroke motorcycle was more expensive than the two-stroke opposition, so Honda had to resort to some clever marketing. They used Maurie Fields (John Quinney from "Bellbird") in a television advertisement. In the ad, Maurie plays the role of a fair dinkum, Riverina cow cocky. Maurie's lines went something like this: 'G'day Skeeter Grimshaw here. These here new-fangled Honda four stroke farm bikes won't smoke your beef on the hoof or scare ya chooks." This was, of course, a swipe at the smoky, rattly two stokes being sold by the opposition. Every Honda salesman now branded the two stoke farm bikes as "chook- chasers", a derogatory put down. Needless to say, the marketing campaign was a success and the CT 125 went on to become the most sought after model amongst farmers. The Urban Dictionary describes the "chook-chaser" as a clapped out, unregistered dirt bike ridden on farms. The CT 125, therefore, is the original "not a chook-chaser". With production ending in 1995, and with the popularity of quad bikes, the Honda CT 125 (along with other farm bikes) was destined to disappear into the past with little recognition of the significant role it played in Australia's motorcycling history. But I have managed to scrape up enough parts and resurrected a 1977 CT125. And yes, I do ride it. Not to chase chooks, but just for the fun of it. *By Lynton Morgan*



*No the helmet actually isn't 6 feet wide, some foreshortening there!*



# PAST EVENTS

**W.A. TT CENTENARY RE-ENACTMENT: 20 OCTOBER 2019** – *Pics by Murray Barnard.* Approximately 60 bikes attended the start of this event. Mostly VMCCWA members although there were several participants from other invited clubs. The weather was perfect for a leisurely ride to York. We regrouped at the information bay just outside the town and rode in as a group to Avon pioneer park, where the bikes were put on display. Chris Davis had already setup the events trailer with refreshments and offered shade and chairs for the members comfort. This was very well received. Most members, notably Harold Dewar, displayed their early Girder fork bikes in front of The York motor museum. After the lunch break, some members continued the route to Northam, Toodyay, Gidgegannup, Stoneville and back to the start at Mundaring Hotel for refreshments and camaraderie.

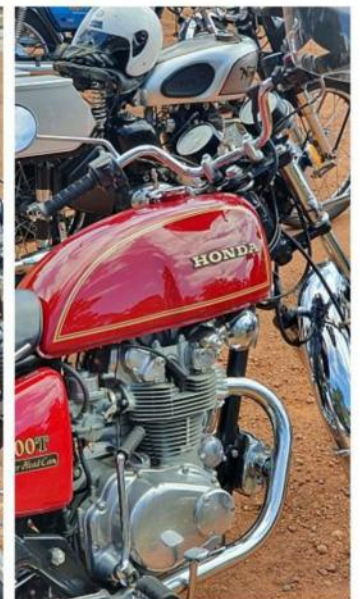
Thanks to Murray for producing the commemorative booklet, outlining the history of the T.T. Also thanks to Chris Davis for taking the events trailer to the venue and setting it up. Thanks to Rhona Finnigan for driving the backup vehicle and thanks to Ian and Barbara Curtis for doing the sweep, picking up the signs etc. A lot of effort went into organising this event and it was refreshing to see such a great turnout. *Steve Hills - Events Coordinator – Pics by Murray Barnard*

















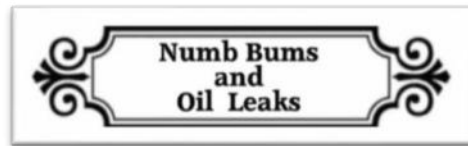


Stephen Hills at the Sporting Aircraft Club Fly-in at Serpentine- *pic by Chris Davis*

**THE DAM EARLY RUN** was a great success yesterday as usual. Chas and helpers put on an excellent event. There were a few casualties! Mechanical that is. The breakfast was sumptuous. Put this one on your calendar for next year. *Pics by Stephen Hills*







Owen Page and I share a love of old motorcycles and cars, and the company of those who restore and ride them. We also share a couple of things we'd prefer to have done without, but that's just the hand that life deals you. We've both had prostate cancer, and both have glaucoma. I can almost hear you saying "What has that got to do with a motorcycle magazine"? In a club with a median age of members as high as ours is, EVERYTHING.

Both diseases are particularly insidious, as neither present anything much in the way of symptoms until it's often too late. With glaucoma, fluid pressure builds up within one eye, or both. This pressure can eventually destroy the optic nerve, causing irreversible blindness. For the rest of your days. A dreadful prospect. I was lucky, I needed reading glasses and whilst being assessed for these, the pressure in my eyes was checked and found to be high. Probably due to being hit in the eye by a squash ball, but genetic inheritance can play a part. My problem was contained by treatment at The Lions Eye Institute, and I still have no symptoms. What a relief. GO AND GET CHECKED! Nowadays there is also a highly efficient treatment available using a laser, virtually instantaneous and completely painless. You can get a referral from your GP or optometrist.

Prostate cancer offers few clues that it's joined you. You may find you have to urinate more frequently, but that can be easily brushed aside with "I had a couple of extra cans last night" or "It's cold today". My regular doctor gave me the professional finger, and that digit informed him that my prostate was "a bit firm, wouldn't be a bad idea to get a second opinion". Typically I said "yeah, I'll get around to it" and promptly forgot about it.

Once more Lady Luck smiled on me. 'Sawbones', as we called him, retired, so I found another doctor for the annual service. She said "I know nothing about you, so we'll do a few tests", one of which was a blood test for P.S.A., or Prostate Specific Antigen. This came back showing levels way too high, so a visit to specialist Jim Anderson (owner of an immaculate Kawasaki Z1) followed, and his highly educated finger said a biopsy was called for. That completed, I was referred to Dr Lim, an oncologist who explained the two options. Remove the offending organ altogether (along with any hope of a future sex life), or, as we'd caught the disease early enough, a course of radiotherapy. Thirty two almost painless zaps of radio waves later, it was all done. My progress was then monitored for about eighteen months, after which I was told "You're OK, I don't need to see you again".

An interesting note here; radio therapy has to be accurately applied. Previously, a tattooed mark on your body was within 5% accuracy, but that was phased out in favour of a tiny gold implant inserted into the prostate giving 99.9% accuracy. I was fortunate to be the first public patient so treated, and I've still got the gold, but it's a bit inaccessible.

I've gone into some detail for a reason. Reading this you might assume it to be a pretty traumatic experience with lots of sleepless nights, but not so. We all know in our heart of hearts that we're almost all bound to be so afflicted, and we'll probably die with it rather than of it, unless it gets to migrate elsewhere before it gets caught. After diagnosis, I felt an overwhelming sense of relief, of elation almost, and with the wonderful medical professionals help, I was sure we'd get the better of it.

So- Owen and I want any of our Club friends who has not been checked, to go and ask your doctor to organise a blood test for P.S.A. If the results are normal, that's it for another twelve months. If it shows an elevation, drop your tweeds, and get an educated finger up your bum!

#### ***IT MIGHT JUST SAVE YOUR LIFE***

One of our members did just that, and his prostate was found to be unwell. Our hero then asked "that was the finger on your right hand, is the left equally clever?" "Yes," said the medico, "why do you ask?" "Well, I'd like a check with that hand please. My mother always said it's best to get a second opinion!"

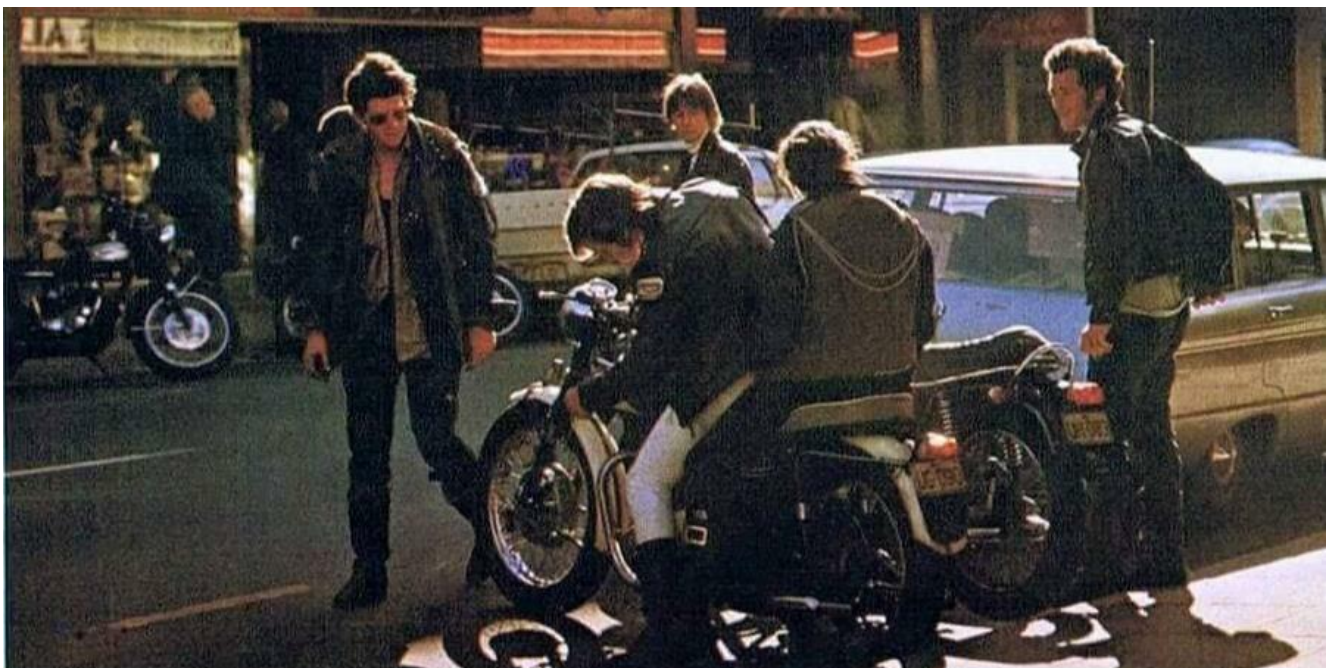
Sometimes it's comforting to talk with someone who has experienced such procedures as those mentioned above. Owen- 9341 6004, or Adrian- 0438 335 563, are happy to take your call – *Adrian White*

**ONLY IN AMERICA :** Most of us who have seen an air guitar player in action probably thought it to be pretty silly, though harmless. Now U.S. comedian Chris Trew has invented Air Sex, as a parody of the annual Air Guitar World Championships. This was intended to be a stand alone gag as part of his comedy routine, but was so hilariously received Trew persisted with it. So successful was he, for the past several years the annual Air Sex World Championship has drawn sell-out crowds. Rather than pretend to play a guitar, contestants pretend to play with themselves, or with an imaginary partner. No nudity is permitted. Trew advised some alcohol was OK, but on occasion, over indulgence has resulted in embarrassment to contestants and spectators alike. He also said that those who acted out virtual fore play usually beat the "wham, bam, thank you imaginary ma'am" brigade, and it's always disappointing when someone's "happy ending" is premature. Not only in the good ol' U.S. of A. This featured in the Sexpo at Perth Convention Centre some years ago. Any memers viewing the show are welcome to give us a report.





*100 mile peg Great Eastern Highway in the 50s. Bantams galore!*



*How it was, outside Vox Adeon Nicholson's in Central Perth – late 60s*



## BICHENO MOTORCYCLE MUSEUM – TASMANIA:

well worth a visit on your next trip to Tassie is the Bicheno Motorcycle Museum. Bicheno is on the North-East coast of Tassie. The museum has an extensive collection of machines and particularly British ones. *Pics by Murray Barnard*



**CONTINENTAL DRIFTERS:** The following article was printed recently in the VMCC Newsletter. It was written by Albany member, David Main's, brother.

**T**his trip was tentatively suggested in the early spring when both our machines were nearing the end of their rebuilds. A Land's End trip was ruled out on the score that everyone was doing it, while time and money ruled out anything very grand – we settled on a six countries in three days run. Both machines – Bob's '21 Rudge Multi and my '26 350cc Sunbeam – appeared on the road for the first time at the Cotswold Section's Anniversary Weekend. To prove to fellow members that we hadn't just spent the weekend in Ostend we decided to have it properly recorded on film. As Bob had a new Honda CB400F which needed running-in we co-opted Ron Neesham as chief photographer and loaded him up with cameras.

We embarked from Dover at 18.20 and spent a quiet voyage checking the route and downing quantities of Jupiter 5 ale. The use of carbide lights had been ruled out on safety grounds so at Ostend we booked into a waterfront hotel with instructions for a 6.30am early call.

Dawn was at 6am, and we were all up and making ready. We were halfway through a rather off-tune rendition of 'Jesus wants me for a Sunbeam' when an irate thumping on the wall told us that we were not the only guests and that the average person was still (or wished to be) asleep). A quick coffee and we were away at 7.00. The only motorway used was the Ostend-Bruxelles stretch to get us inland as soon as possible.

The Sunbeam was not very fast and cruising speed seemed to be about 34mph. The Rudge was considerably faster but as the motor tightened up a couple of times we were together for the dice around Bruxelles. It's only 73 miles from the coast but the 'beam ran out of petrol (luckily I was in front) and we had to syphon some to reach the next filling station.

The weather was beginning to warm up, and once off the motorway life became more hectic, with continental drivers appreciating even less than our own the limitations of vintage braking systems. However, we kept pressing on towards the Dutch border through St Truiden and Tongres. Into Holland and a quick stop for photos then on to Germany. A Difazio BMW stopped and its rider, a German working in the UK, was on his way to a folk festival in Dusseldorf. He invited us to join him but we politely declined – not really our scene.

### Spindle snap

We arrived at Aachen during the afternoon rush hour and had an exhausting time sorting ourselves onto the correct road for a dash back into Belgium and our overnight stop. We were entering the Ardennes and several long climbs kept the speeds down, and after a diversion to the Spa racing circuit (where in years gone by Rudge and Sunbeam had helped keep the Union Jack flying high) we decided on a final spell to reach St Vit for the night. This was the first really bad stretch of road, bad enough to make even a green laner reach for his flask.

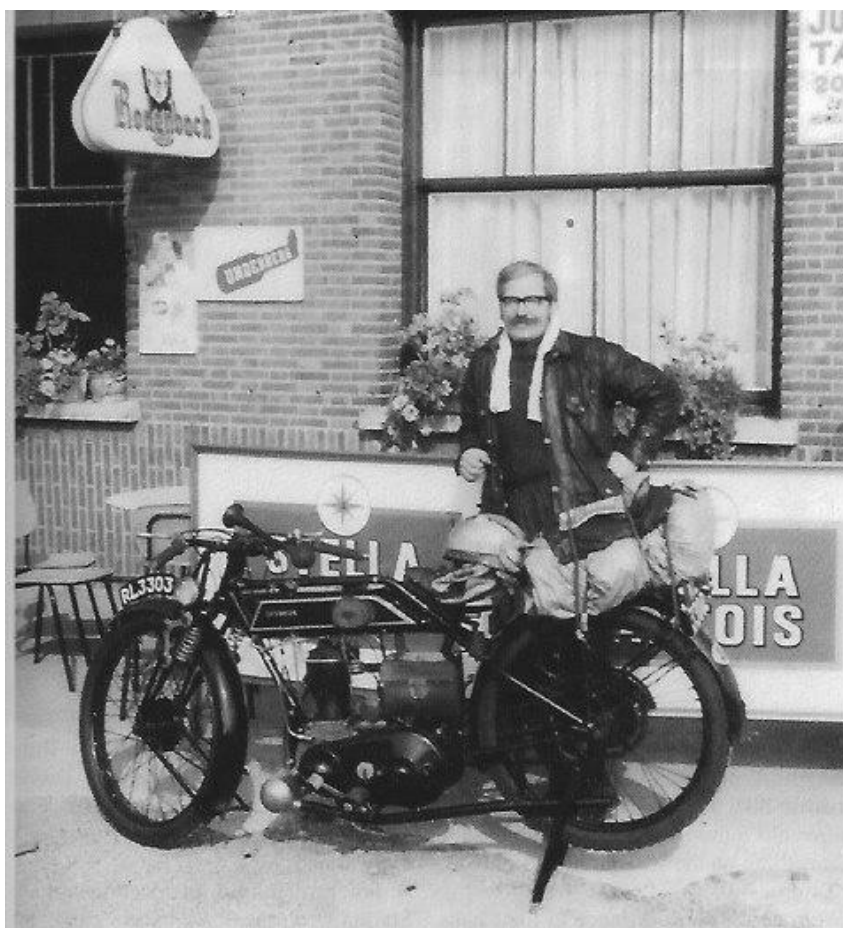
We arrived in St Vit just as the light gave out and were soon surrounded by a group of local motorcyclists all very interested in the machines, which gathered onlookers wherever we stopped. From one such we gleaned the name of an hotel and so away we went to unpack after a really grand day's vintage motorcycling, covering some 230 miles.

Saturday morning reveille had again been set for 6.30 and after loading and checking the machines we had a good breakfast and were away shortly after 7.30 into thick mist. The Rudge was

## Continental drifters

In about 1975 GEOFF PREECE and BOB MAIN took their 1920s flat tanks on a European tour...





**Left: Suavity personified – Geoff relaxing at a hostelry**  
**Below right: Early stop at Spa. Below left: Ferry official shows sceptical interest**

only the cruellest of luck could now stop us.

Sunday breakfast was taken at 07.15 and the bread rolls were still hot from the oven. We headed out of Mons towards Tournai and immediately the roads started to deteriorate. This was genuine 21-carat continental cobbles, the stones as big as footballs. Speeds were severely reduced and we literally bounced across the border into France. The B&D stabilisers fitted to the Sunbeam forks were working overtime – definitely a help. The Rudge was also coping with the conditions well, and this was a real test for the welded spindle.

Road conditions remained grim until Menin and then the run into Leper was on a proper surfaced road. We paused at the Menin Gate and marvelled at the fact that they played the Last Post every evening, at a time when we in Britain grumble about paying our respects once a year. On into the main square where we parked and indulged in a superb gâteau washed down with Maes Pils. An unlikely combination? Well, we felt happy – the sun was shining and we were only a few miles from the coast, so we indulged.

From then it was a quiet run into Ostend and the ferry. With the last of the pictures taken we had an hour to spare so off to the Maritime Restaurant for excellent rump steaks. The crossing was uneventful and we were soon riding off the boat for our sixth country in three days. We had covered over 500 miles in two and a half days, were tired and penniless but the weather and the vintage machinery had been wonderful.

reluctant to start after the first photo stop and so I pressed on to the next border where I had to explain that my machine did not need to have lights fitted. I had just convinced him of this when Ron arrived with the news that the Rudge's rear wheel was breaking up.

About turn and back a couple of miles to find Bob with the wheel out holding up the spindle...in two parts. It was a nasty moment as the bike was not even towable, so it was decided to find a workshop and have a new spindle made (hopefully). Bob was ferried off to Bastogne where he was able to borrow some welding kit, weld it together and clean up the threads. Reassembly did not

take long, although a Multi rear wheel is not the simplest of things. Our timetable had taken a severe knock but we pressed on to Bastogne, then coastwards towards Namur.

One of the good things about motorcycling on the Continent is that there is no discrimination against motorcyclists. With the spindle holding up we turned off for France and an uneventful ride saw us in Mons just at dusk. The price of accommodation was somewhat higher than we had encountered previously but spirits were high at dinner and between us we consumed a goodly quantity of wine. With just the last lap to do we felt that







Loading up in Adelaide



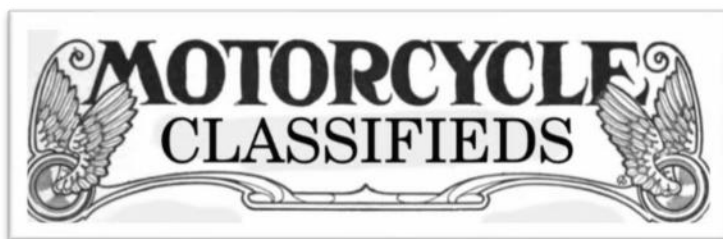
Two days from home



**Steve's Moto Guzzi V7 Sport:** Rudy purchased it from the Guzzi Dealer in Rotterdam in 1974. Although it is a 72 build. It was apparently the dealers ride ( Demo) for some time. Rudy, based in Holland rode it all over Europe , including, North Cape Norway, Gibraltar, Turkey, Romania, Italy, France, many pilgrimages to IOM. He was there when Mike Hailwood made his comeback on the Ducati in 1978. Many trips to the UK. In 1979 he entered in a rally organised by the Guzzi dealers. The goal was to visit as many dealers as possible between 9.00 am Friday and 5.00pm the following Saturday. He managed 22 out of a possible 24 and covered 2200km. The big (homemade) fuel tank was a great help having mainly only to make comfort stops. His prize for winning was a



new rear tyre and a set of riding leathers. Another long trip was when he toured the Italian bike factories. Moto Guzzi, Benelli and Morini. Leaving Bologna (Italy) at 7.00am and arriving home in The Hague (NL) at 11.00 pm. Cruising along the Autostradas and Autobahns at 160 km at ease. When she ticked over 100,000 kms a magazine did an article about it. Rudy bought the bike to Adelaide and did another 45,000 kms before it had a complete rebuild. Prior to this it had only regular servicing. A testament to how ruggedly built these bikes are. I drove the 5500km round trip to Adelaide in my Ute to pick it up in 5 days. *Stephen Hills*



*All ads (including services) will run for maximum of 3 issues. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)*

#### FOR SALE:

**1985 YAMAHA FJ1100:** Recondition motor and gearbox. Very good condition- great bike, Club rego, \$2,000 firm  
Phone Ben 0419 119 383

**1 SET OF CRASH BARS** for 1942 Harley Davidson WLA. \$300.00 ono. 1 new toolbox for BSA A10. \$55.00 ono. Assorted front mudguard stays for BSA A10. \$5.00 each. Jeff, ph 0456 057 239.

**1913 1000cc OHV V TWIN POPE** - engine number 163 R3, **1914 1100cc OHV V TWIN PERRY VALE** - engine number 48672, **1917 1000cc V TWIN EXCELSIOR** - engine number 88887 and 1000cc JAP engine, magnetos, carburettors, seats, tools and jigs. Three bike enclosed trailer. Will sell as one lot or individually -POA. Gary Pierre-Humbert 0439910255

**HONDA SHADOW CX 500** – Ripe for Resto, or build your own Cafe Racer. Phone: Terry 0419 554 735



**AJS 350** 1948 – Ph Don mob 0478632159

**SUZUKI GSX250S** 1983 In good overall condition with 59000kms, currently on concessional licence till May 2020 \$1400 ONO Mick King Home 94905828 MOB 0407996682

**TRIUMPH ENGINE** for sale. Possibly late 30s. 95355562 - Raymond Selley



**BSA A10 650** 1956 – Full licence, located Albany – Ed 0427099356



**1970 BMW R75/5** Full registration I'm not a club member and been out of motorcycling for some years now. The Machine is in good running order. Converted to Unleaded petrol. I'm open to negotiation on price. TEXT ONLY 0423 347 383 PETER BLAKE





**1938 EMPIRE STAR** partly restored, 90% complete, \$6000  
Leon 0406609051

**PARTS TO SUIT NORTON P11 AND P11A**, 1 complete  
scrambles bike plus extra frame and sundry parts, will  
consider part exchange for single Norton parts, \$11000 Leon  
0406609051

**Relisted**

**TRIUMPH T150 TRIDENT** 1974 ex condition, with extra  
fittings \$13,000 ono. Mike Davie 95275806

**1947 VELOCETTE 350CC MAC** fully restored zero miles  
from restoration ready to licence 4 speed, Webb forks, new  
tyres/wheels, all bearings throughout \$12,600 Ph  
0439294366



**1967 G15 MATCHLESS 750** \$14,000 negotiable. Terry  
McKie 0428 129 208 Beverley



**1960 350CC R.E. BULLET**, which has recently been fully  
restored, it is club registered and currently on a 404 restricted  
licence until February 2020. It runs well and starts on the first  
kick. I have the full list of parts fitted and engine work carried  
out during the restoration. Unfortunately, due to arthritis in  
my hands I don't feel confident to continue riding. Contact  
Stuart 0406214552 or [stuartb.132@gmail.com](mailto:stuartb.132@gmail.com)



**YAMAHA XS1100 & SIDECAR:** 1978, new valves, rings,  
cam chain & pads. Dusting side car frame & f/glass replica  
chair mounted. 8 mths, full licence, \$9500 Keith Weller  
92742476

**WANTED:**

**BSA M20** engine barrel and/or head. Ph Neil 0415 640 444

**SPEEDOMETER GEARBOX AND HUB GEAR** to suit  
1940 AJS. Gearbox is right angle type that screws into front  
wheel hub. Smiths type. Clockwise rotation. Kim Butt  
0419193728

**Relisted**

A few months ago, under the classified section, there was a  
maroon & cream **1951 BSA A7 500cc** twin motorcycle for  
sale. If the bike was not sold and the owner is still interested  
in selling, kindly contact Graham Keary on 0406 080 007 or  
email [keary@iinet.net.au](mailto:keary@iinet.net.au)

**BSA PARTS NEEDED:** for 1925 Round Tanker, Frame BR  
9400 to BR 3100, Engine B24400 to 30900, 2 Speed gear box,  
Magie and Amac carbs x 2 and Parts for 1926 Wedge Tanker,  
I have frame, need everything else Pat Buckless 0409298017

I am looking to buy a post war (1945 to 1955) British 350cc  
or 500cc twin or single motorbike in working (or near  
working) order. All makes considered. Please phone Graham  
on 0406 080 007 or email details to [keary@iinet.net.au](mailto:keary@iinet.net.au).

**BSA EMPIRE STAR** 1937-39 250-350 frame or part of.  
Barry White Ph 0458160810

Wanted any parts you willing to part with for 1927-29 k  
model Velocette that I am trying to resurrect if you have the  
saddle type petrol tank please contact ASAP many thanks  
regards Richard 0419813124

**SIDECAR CHASSIS AND BODY** to suit a plunger frame  
BSA A7-A10, in fair condition. Jeff Sieber 0456 057 239

**SERVICES:**

**SMALL ENGINEERING JOBS:** undertaken turning, milling,  
repairs, odd remanufactures etc. For helpful and friendly service  
please contact Eric Gibbons, phone 9496 1508, or Steve Shelton  
0472 730 333

**ASSORTED ENGINEERING SERVICES.** Reboring and  
resleeving, turning, milling, welding, and repairs or  
remanufacture of faulty part. Located N of the river. Don  
Price, m/s 870, 9304 3807, mob 0478632159

--o--

A truck loaded with thousands of copies of Roget's Thesaurus  
crashed yesterday losing its entire load. Witnesses were  
stunned, startled, aghast, taken aback, stupefied, confused,  
shocked, rattled, paralysed, dazed, bewildered, mixed up,  
surprised, awed, dumbfounded, nonplussed, flabbergasted,  
astounded, amazed, confounded, astonished, overwhelmed,  
horrified, numbed, speechless, and perplexed.

I came home from the pub four hours late last night.  
"Where the Hell have you been?" Screamed my wife.  
I said, "I've been playing poker with the lads."  
"Playing poker with the lads?" She repeated. "Well, you can  
pack your bags and go!" "So can you," I said. "This isn't our  
house anymore."

Do Radioactive cats have eighteen half-lives?

Even though I'm going bald, I still keep the comb I've had for nearly 20 years. I just can't part with it.

I've just released my first single on 7" vinyl. A Side: Oh I do like to be. B Side: The Seaside.

A man walks into a library and asks, "Do you have any books on poor eyesight?" No we don't, said the barman.

A husband and wife who work for the circus go to an adoption agency looking to adopt a child, but the social workers there raise doubts about their suitability. So the couple produce photos of their 50-foot motor home, which is clean and well maintained and equipped with a beautiful nursery. The social workers are satisfied by this but then raise concerns about the kind of education a child would receive while in the couple's care. The husband puts their mind at ease, saying, "We've arranged for a full-time tutor who will teach the child all the usual subjects along with French, Mandarin, and computer skills." Next though, the social workers express concern about a child being raised in a circus environment. This time the wife explains, "Our nanny is a certified expert in paediatric care, welfare, and diet." The social workers are finally satisfied and ask the couple, "What age child are you hoping to adopt?" The husband says, "It doesn't really matter, as long as the kid fits in the cannon."



## Every Once In a While

There looms up in every field a something that not only arouses considerable interest but simply captivates the attention to such an extent as to overshadow those things round about it. Some invention, some new device has struck the popular need and immediately all eyes are turned upon it.

## It Answers a Long-Felt Want



Price \$35.00

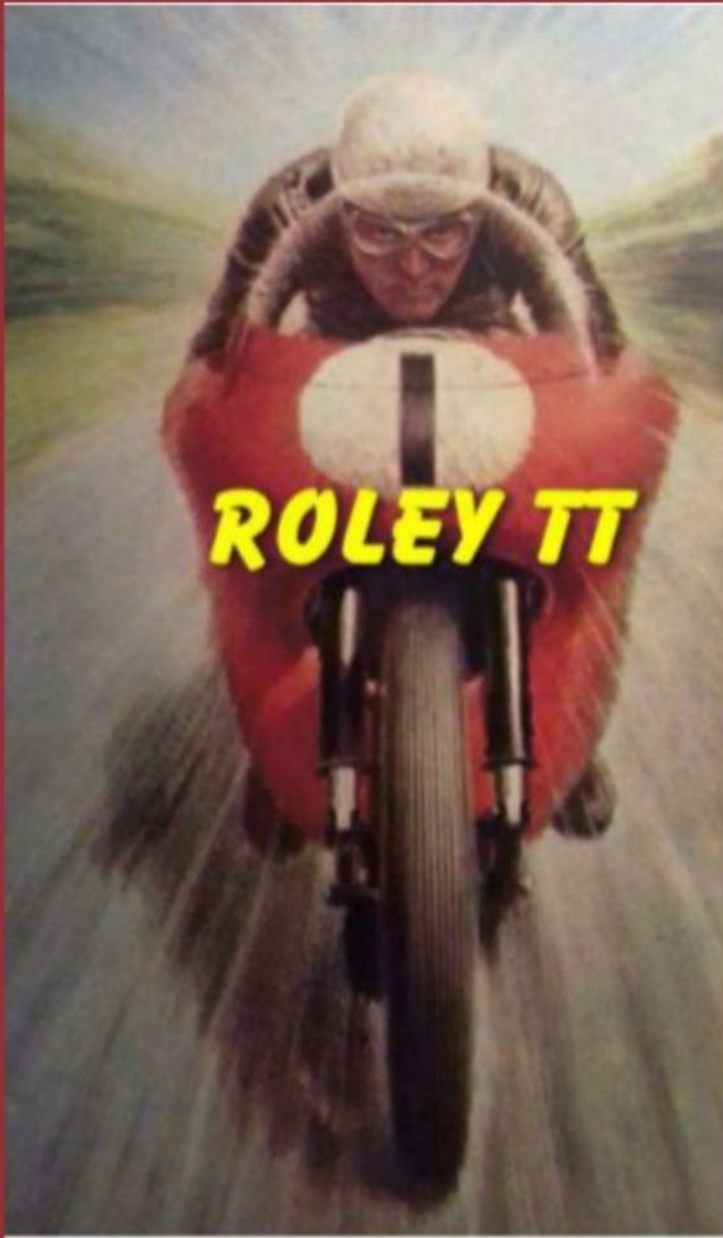
## The Miller Triplex Side Seat

is a boon to the motorcycle world. It lifts the motorcycle from the depths of prejudice and selfishness to a place not far removed from the automobile. Not only does this Side Seat convert your motorcycle into a one, two, three or four passenger machine but into a machine that will carry your passengers as they ought to be carried—as they want to be carried—

## Side By Side



# ROLEYSTONE TT



9 February 2020

Never ridden a lap of the Isle of Man Mountain Circuit, well never mind because now you can experience a similar thrill on the Mountain circuit to Roleystone. (Just a bit slower!)

Destination is the Naked Apple. Enjoy the Hills setting & sit in air conditioned comfort. Meals & bar service available.

Assemble 10.30am, depart 11am.  
Start point: Keith Weller's 122 Bushmead Rd, Hazelmere.  
End point: Naked Apple, Brookton H'way, Karragullen.

Partners & visitors welcome.  
Registration for lunch essential

Contact:  
Murray Barnard  
[web@vmccwa.com](mailto:web@vmccwa.com)  
Ph. 0434215665







# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

~~FEB~~ MAR 2019





# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## CLUB EXECUTIVE

**Chair:** Trevor Stephenson – 0402027946  
membership@vmccwa.com

**Deputy Chair:** Barry O'Byrne – 0418936254  
barryobyne2007@yahoo.com.au

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas - 94016763 treasurer@vmccwa.com

**Communications:** Murray Barnard - 0434215665  
web@vmccwa.com

## General Committee Members

Paul Peghini – 0419914303 paul.fastrak@bigpond.com

Les Vogiatzakis – 0488915103 les@dgas.com.au

Richard Argus - 0418 934 550 rargus@bigpond.com

Stephen Hills – 0413678604 steve.mag@icloud.com

## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665  
(web@vmccwa.com)

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,  
6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time and  
place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946  
membership@vmccwa.com, assisted by: Mike Blake

**Welfare Officer:** Adrian White 0438335563  
sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineers:** Owen Page, John Moorehead, Rex Edmondson

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 (when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms  
is required for your event Ph. 94532728

**CHAIR PRE-31 SECTION:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB  
016358 Acc 481977532)

**Classic Section:** Coordinator - Jim Douglas 94016763

**POST 70 SECTION CHAIR and Events Organiser:** Steve Hills  
– 0413678604 steve.mag@icloud.com

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees payable  
to BSB 306133 Acc 0260192)

Facebook page: facebook.com/groups/vmccwapost70

**ALBANY SECTION CHAIR:** Paul Armstrong – 0417051378  
(patnpaul@omninet.net.au)

**Albany Section Secretary:** Roger Bittner – 98446524  
(rokebit@gmail.com)

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa

(to view and post, you need to register on Facebook first and then  
message web admin to gain access)

**Contributions:** We welcome contributions from Club members.  
Run reports, trips, general interest items or motorcycle related  
information appreciated. Submission of pictures either by email or  
in posting to club Facebook pages is taken as permission to publish  
in the Chatter or on the Oily Rag. Please send any contributions to  
web@vmccwa.com. Cut-off is for submissions is no later than 5pm  
on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL  
members. In engaging with members, approved events will be  
advised in advance to all members. The Club values the privilege of  
404 concessional licenses. To protect this privilege the Club will  
always advise the legal requirements and DoT expectations to  
members. Compliance is an individual's responsibility. Your  
privacy is paramount, you should only ever receive Club authorised  
bulk emails through the club website/web administrator. As in any  
club membership, you get out of the club what you put in.  
Supporting the club events is the main thing, but also volunteering  
your time to help ensure that events are successful. This is valuable  
to your club and can be very rewarding for yourself.

**THE VINTAGE CHATTER** is the official newsletter of the  
VMCC of WA (Inc) A0750092T. Copyright preserved except where  
stated. 2018.

**COVERS:** Front Boxing Day Breakfast – 26 Dec 2018 – Rear  
- January Meeting Photos by: Murray Barnard



# Coming Events



February 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

March 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

For the latest event details always look online at the Events Calendar: <http://vmccwa.com>

## APPROVED CLUB EVENTS

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

**Post 70'S Section:** Meeting 3rd Monday of each month. 7.30pm at the Mayfair Lane 72 Outram Street West Perth

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Please note:** Arrangements may change at short notice. It always pays to contact event organisers to confirm details.  
**Organisers:** Please advise Murray Barnard on 0434215665 or at web@vmccwa.com if details require amendment at the earliest opportunity.

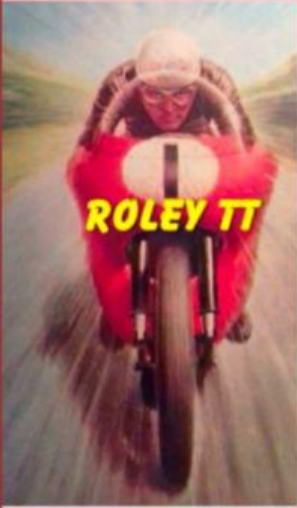
## 2019

**3 FEBRUARY - ROLEYSTONE TT:** ROLEY TT CIRCUIT – NOTE: START POINT & ROUTE - Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. Same length as a lap the famous Isle of Man circuit. The lap record at the Isle of Man is 16mins 55 secs, however, we don't aim to beat that...this is not a speed event, this circuit has speed limits, some stop signs and a few T-junctions, lots of bends and so please ride safe. Lots of twisty winding roads and some hills to climb. Make sure you turn up for the Roley TT because it is starting at Keith's place in Hazelmere. Assemble at 10.30am and the run starts at 11.00am. The TT run will be through the hills to the Naked Apple Restaurant & Bar in Roleystone where drinks, entertainment and a fine bar menu are available. The run will be approx. 60 kms one way. Route sheets will be made available. \$3 for backup trailer. Assemble 10.30am, depart 11.00am. Start: Keith Wellers, 122 Bushmead Rd



Hazelmere. Parking for trailers available at start. Finish location: Naked Apple, Brookton Highway, Roleystone. Great grub from the menu and drinks from the bar. Bring your partner to enjoy the social occasion. Contact: Keith Weller, 92742476 or Murray Barnard 034215665 [web@vmccwa.com](mailto:web@vmccwa.com)

## ROLEYSTONE TT



**3 February 2019**


Never ridden a lap of the Isle of Man Mountain Circuit, well never mind because now you can experience a similar distance on the Mountain circuit to Roleystone.

Destination is the Naked Apple. Enjoy the Hills setting & sit in air conditioned comfort. Meals & bar service available.


Assemble 10.30am, depart 11am.  
Start point: Keith Weller's 122 Bushmead Rd, Hazelmere.  
End point: Naked Apple, Brookton H'way, Karragullen.

Partners & visitors welcome

Contact:  
Murray Barnard  
[web@vmccwa.com](mailto:web@vmccwa.com)  
Ph. 0434215665



# Old Iron



*The Annual*  
**VINTAGE MOTORCYCLE  
SHOW & SWAP MEET**  
*Presented by the VMCC of WA*

FOR FURTHER INFORMATION CHECK [WWW.VMCCWA.COM/VINTAGESHOW](http://WWW.VMCCWA.COM/VINTAGESHOW)

**24 MARCH 2019  
CANNINGTON  
---SHOW---  
GROUNDS  
BUYERS 9-2 PM  
SELLERS → 8 AM**

**17 FEBRUARY - NORTHAM SWAP MEET:** Meet at Mundaring Dome Cafe, Great Eastern Hwy 6.30am for 7.00am sharp departure, approx. 1 hour ride to Northam 65km. Leaving Swap Meet at 10.30am, stopping at Bakers Hill on way back for the traditional pie. \$5.00 entry to Swap Meet. Barry O'Byrne 0418936254

**24TH FEBRUARY - OLD FORKER'S RUN AND DISPLAY:** This run is put on by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes to all club members. It will be a short run about 45min (good for veterans.) Starting at the club grounds Hale rd and finishing at the club grounds about 9.00 am for a breakfast and display of our bikes and other period memorabilia. All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members ride or not at \$5.00. Time 7.30am for 8.00am start before the day gets hot. Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)

**9-10 MARCH - IHC TWO DAY RALLY:** Entry pack is available online at [ihc.wildapricot.org](http://ihc.wildapricot.org). Please direct any queries to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. Registrations close on 8th February 2019.

**17 MARCH - GRUMPY'S RIDE:** Starting at 9.00am for morning tea or coffee at 33 Fifth Ave, Rossmoyne, then off at 10.00am to Coogee. Contact: Trevor Stephenson, 0402027946, [membership@vmccwa.com](mailto:membership@vmccwa.com)

**24 MARCH - VINTAGE MOTORCYCLE SHOW & SWAP MEET :** Register now for the club motorcycle display. See swap details on the [Club Motorcycle Show and Swap Meet](#) page. The Vintage Motorcycle Show will be held at Cannington Agricultural Showgrounds (corner of Albany Highway and Station Street Cannington). **Club members please note:** VMCCWA Club Display Bikes to be entered 8.00am to 9:00am (Entry free for club members with machine/s registered in time for the Club display, otherwise \$5/member).

**6/7 APRIL - ROARING 20s: FOR PRE31 MACHINES ONLY** - The run starts and finishes at Boyanup with a overnight stop at Nannup. Book your own accomodation at hotel a.s.a.p! Limited rooms mention VMCCWA Ph Nannup hotel 9756 1080. Entry form on reverse of mailing slip. Note: This run is on the same weekend as a car rally, so please book your accommodation asap as the place may run out of rooms. Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)

**5 MAY - CAFÉ HOP:** eligible bikes, but no backup trailer is envisaged. If you would like to provide the backup, please contact the ride organiser. Our annual event to get your caffeine fix. We start at Hillarys Marina, at the Western end of the North Mole.

From there the ride takes us North hugging the coast for a few Km's until we hit Marmion Ave where we again go North turning off for our next stop at Yanchep beach Cafe. More Coffee. We then head inland a bit & pick up Old Yanchep road this time heading (roughly) South. We skirt the Barbagallo racetrack & come out at Banksia Grove where we head towards Wanneroo Rd. Just over the traffic lights the ride finishes at leapfrogs Cafe (in the Drovers Market complex). Ride is approx. 75km. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**26 MAY – ARTHUR GRADY:** Maritime Museum Fremantle. Put this date in your diary. The Arthur Grady day is to commemorate the great achievement of a Fremantle bicycle maker who become the first person to ride a motorcycle around Australia. The Arthur Grady celebrations will still happen this year at the Maritime Museum, Victoria Quay, Fremantle. We are expecting the Arthur Grady replica bike to be on display and would like as many members as possible to bring a bike to the display. The older, pre-31 bikes will take pride of place, just outside the entrance to the museum and the less old bikes on the long platform just in front of the museum. There will be limited trailer parking for the older bikes but book with Jim before the event. He should be able to find you a space. There will be a charity sausage sizzle organised by the old cars and hot-rods who will be in the car park in front of the museum. Other motorcycle clubs with 25+ year old bikes have also been invited. There are plenty of facilities for coffee/tea, food etc in the area. There are the E Markets and B sheds and the Maritime Museum has a small café. Bikes will be on display from 10:00 until 12:30 but would ask that members try to be at the event before 09:00. We will try and have a ride around the shed area as part of the celebrations at the end of the event. The public are fascinated when they see old bikes being ridden not just on static display. So, if possible we should give them something to remember and photograph. Please bring cardboard to absorb oil if your old bike is not oil tight. See you there. Contact: Jim Douglas, 94106763, [treasurer@vmccwa.com](mailto:treasurer@vmccwa.com)

**9 JUNE - PRE31 FOUNDATION DAY RIDE & DISPLAY:** This event, to celebrate the foundation of the Pre-31 Section, is open to all Club-eligible 'bikes, but please bring your oldest. It will be again based at Whiteman Park, with a ride, followed by a display & sausage-sizzle. The route has returned to the traditional format as last years proved a bit difficult for the Veterans. The gathering point is as before, adjacent to the Museum & the fee is a modest \$5 to cover your bun & the back-up, any short-fall being covered by the Pre-31 Section. Ride starts at 10 am, but 'bikes can be on display before the run. Contact: TBA

**7 JULY - MIDLAND WORKSHOPS:** The annual joint display between the Machineries Club & VMCC WA is on again. This is a display at the side of Block 3, Centennial Place, Midland, from 10 am, with a sausage sizzle for &5.00 a head. We will be directed to the newly resurfaced area south of Block 3, (not into the end of the block as before). All club-eligible 'bikes are welcome, although bringing your oldest would be appreciated. Our hosts will, as usual, be firing up some of their bigger (as well as the little) engines. Contact: Dave Weeks, 0439991584, [David.weeks1@bigpond.com](mailto:David.weeks1@bigpond.com)

**14 JULY - GIRDER FORK RUN:** Roger and Roxanne Bowen are hosting this event at 9 Dove Retreat Baldivis. 60 kms of flat country. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all welcome. Trailer parking available opposite Vals (45 Chandler Ramble.) Coffee and tea available from 8.30am start ride at 9.30am. Hope to see you all there. Contact: Roger Bowen 043845403, [bowenswa@bigpond.com](mailto:bowenswa@bigpond.com)

**28 JULY – GOLD STAR RUN:** This event is to celebrate the anniversary of the start of manufacture of the BSA Gold Star & is open to all Club-eligible bikes. As the run is on straight long roads, it is more suited to 50's-on 'bikes, but all are welcome. The route is similar to last year's but starting at KFC's car park (Mundaring) & goes via The Lakes to York (where we have a half-hour coffee break) then through Spencer's Brook to Toodyay for lunch. The return is back down Toodyay Road, turning off for Chidlow & back to the KFC car park. The start will be at 10 am, with 30 mins for coffee at York & about an hour for lunch in Toodyay, with the back-up leaving at 1.30/2.00 pm. Fine weather has been ordered & the back-up fee is the usual pittance at \$3.00. To find the start, head east on Great Eastern Highway, left at lights in Mundaring & next left into KFC's car park, left again. Contact: Dave Weeks, 0439991584, [David.weeks1@bigpond.com](mailto:David.weeks1@bigpond.com)

**4 AUGUST – MEET & GREET NEW MEMBERS:** All members (and especially new members over the last 12 months) are invited to a BBQ and drinks (which will be provided) at the Club Unit in Maddington. This is a President's event. Address is Unit 4/4 Malcolm Rd Maddington. Start time 10am. Contact: Trevor Stephenson, 0402027946, [membership@vmccwa.com](mailto:membership@vmccwa.com)

**25 AUGUST – KEITH'S BBQ:** Keith is hosting a social event at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Guest speaker to be advised. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller, 92742476

**31 AUGUST & 1 SEPTEMBER - DAY BEFORE BEVERLEY & BEVERLEY RE-ENACTMENT (PRE31 MACHINES ONLY):** Those who are participating in the Beverley Re-enactment Run on Sunday and wish to ride up to Beverley and stay overnight, are invited to meet at 1.30 pm at Karragullen Servo on the Saturday. Back up will be provided and overnight bags can go in back up vehicle. We will ride from Karragullen to Westdale Road intersection and turn left toward Beverley. Sunday, the ride departs from the Beverley Hotel on the Toodyay Road towards Northam. Turning left onto Clackline Road, head towards Great Eastern Highway, then along the Highway to Coates Road travelling through at Bakers Hill to Government Road at Wooroloo. Onto the Old Northam Road to Chidlow and then onto Elliot Road. This connects to Riley Road and turning left into Stoneville leading to the Mundaring Hotel. There are fees of \$20.00 that includes an Award Bar. Back-up provided. You need to book accommodation, either: Beverley Hotel 96461190 or Freemasons Tavern 96461094. Contact: TBA



**13 SEPTEMBER – FRIDAY NITE RUN:** Come and join us for a fun run in the dark. Leaving from “The Mayfair Lane” pub in West Perth at 7.30. (meet from about 7pm.) The route will go through Kings Park and follow the river through Crawley, Dalkeith, Claremont & Mosman Bay, arriving at our destination of a curry house in Freo. Please note that you must have working lights on your bike & there is NO backup vehicle provided. If a breakdown occurs, we will deal with it then. There is no charge, so just come along for the ride & enjoy the lights over the river. Refreshments available at the start & finish. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**15 SEPTEMBER – CHITTERING RUN:** The run starts at COVS (formerly Coventry's) corner of Roe Highway and Morrison Rd. Midvale. Turn into Orchard Ave 8.30 am for a 9.00 am start. Rest stop at Golden Grove Orange Farm for bladder break, food available and try their juice. Ride ends back at COVS car park, plenty of room for trailers. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**29 SEPTEMBER – GINGIN RUN:** Contact: Jim Douglas, 94106763, [treasurer@vmccwa.com](mailto:treasurer@vmccwa.com)

**29 SEPTEMBER – DGR:** See DGR website to register for the ride. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)



**6 - 7 OCTOBER - BUSSELTON 2 DAY RALLY:** closing date for entries is the Friday before. Entry Fee: \$20.00, make cheques payable to VMCC of WA. GROUPS: Veteran, Vintage, Post Vintage – Short Course: 40 TO 60 KPH: Groups: Vintage, Post Vintage – Long Course - 60 TO 75 KPH. **Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. **Note:** Help needed - if you can help with this event please let Barry O'Byrne know asap. Entry form enclosed with this Chatter. Contact: Barry O'Byrne, 0418936254, [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

**13 OCTOBER – ANNUAL FLY-IN:** VMCCWA have been invited to participate in the Serpentine airfield fly in event. Owners of aircraft from various aeroclubs have been invited to fly in for the day. There should be a selection of aircraft arriving. Coffee, ice cream and refreshments will be available. We will be meeting at the club unit in Maddington at 9 am for a 9.30 am departure. We are attempting to provide a hard standing, but members are advised to bring their own stand supports as a precaution. Activities are on most of the day and conclude around 4 pm, but members are free to leave at any time. Leaving the Club Unit – Unit 4 / 4 Malcolm St Maddington heading to the Serpentine Airfield Yangedi Road, Serpentine. Contact: Barry O'Byrne, 0418936254, [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

**20 OCTOBER – WA TT:** The ride will be taking on it's original format or as close as possible. You can nominate a time if you want to leave and return as previous years. Starting from Forrestfield club rooms, veteran motorcycles and pre-49 motorcycles away at 8.30am and post 1949 away at 9.30am. Morning tea stop at Lakes road house 30mins, lunch at York, parking at Pioneer Avon

park as previous years. Will leave York at 1.30pm with comfort stops on way back. I will need back up vehicles, this a good opportunity for new members to get involved. Contact: Barry O'Byrne, 0418936254, [barryobyne2007@yahoo.com.au](mailto:barryobyne2007@yahoo.com.au)

**3 NOVEMBER – DAM EARLY RUN:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$8 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee & backup. Contact: Chas Bayley, 94903345, [chasbayley@hotmail.com](mailto:chasbayley@hotmail.com)

**8 – 11 NOVEMBER GYPSY TOUR:** The *Gypsy Tour* is on again for 2019 and by popular demand is returning to Denmark. The tour will be coordinated with the Albany Section to have a joint activity and BBQ on the Sunday. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. The Albany Section has generously offered to provide BBQ supplies for the visitors from the Perth Club. Backup will be provided for the Saturday and Sunday runs. Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now. Contact: Murray Barnard & Albany Section, 0434215665, [web@vmccwa.com](mailto:web@vmccwa.com)

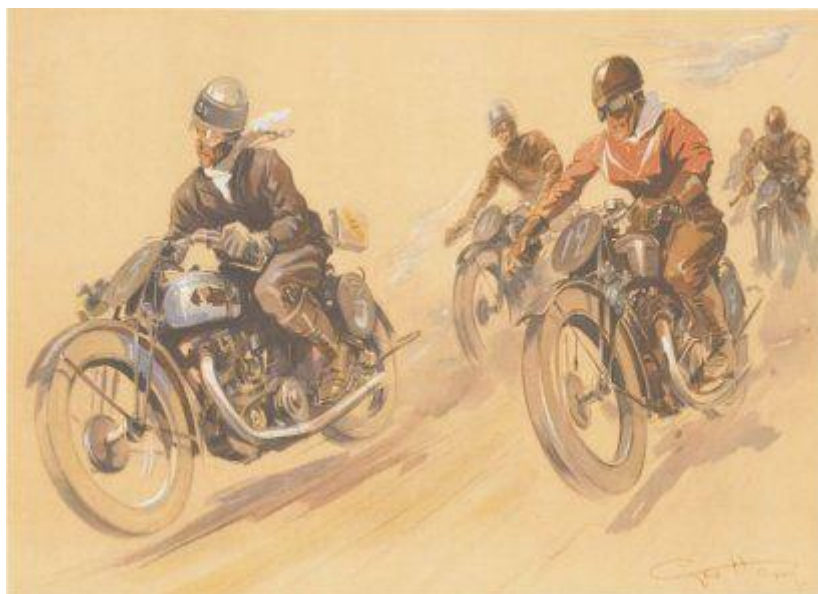
**24 NOVEMBER – XMAS BBQ:** Contact: Trevor Stephenson, 0402027946, [membership@vmccwa.com](mailto:membership@vmccwa.com)

**1 DECEMBER – PETER GROUCOTT MEMORIAL RUN:** Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Contact: Roger Bowen 043845403, [bowenswa@bigpond.com](mailto:bowenswa@bigpond.com)

**1 DECEMBER – JOONDALUP TOY RUN:** Check Bike's Unlimited website for details **7 DECEMBER – ALBANY SALVATION ARMY CHARITY RUN:** Organised by Albany Section of the VMCCWA, Contact Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au)

**7 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE:** This event is run on the first Saturday in December. It is organised by the Ulysses Club, and all toys and funds raised go to the Salvation Army, which they then distribute to needy families for Christmas. A group of friends including club member Mario Cudini have been joining me in this event since 2002; it is now a tradition – one rider flies over from Victoria. We have had up to 10 old bikes in our group. After the 20 minute circuit through the main streets between Boulder and Kalgoorlie, our group ride out to the Broad Arrow Tavern for a "Broadie Burger". This year the run will extend to the historic Ora Banda Tavern (now a fully sealed road); round trip distance of 128 km. The toy run is well supported and averages 250 riders. Anyone interested in enjoying good weather, little traffic and flat roads, you are most welcome; please contact me. Contact: Richard Argus, 0418934550, [rargus@bigpond.com](mailto:rargus@bigpond.com)

**26 DECEMBER – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)







**NEW MEMBER APPLICATIONS:** If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter.

Mark Bone, Martin Softly, Paul Dixon, Danny De Jong, Graham Keary, Andrew Stumpf, Keng Song Goh and Brook Lawson

**FEBRUARY MONTHLY MEETING – 6 FEBRUARY 2019:** don't be late, the Post 70 Section is hosting a free sausage sizzle before the monthly meeting. 6.30pm start to the taste sensation. Gold coin donation welcome.



#### **CALL TO ARMS FOR VMCCWA SHOW AND SWAP MEET**

On the 24<sup>th</sup> March the club will hold its annual Swap Meet and Motorcycle Show. This year we intend to put more emphasis on the motorcycle show and display. This is our opportunity to show the public of WA our work on the preservation and restoration of motorcycle greater than 25 years of age. We will be increasing the promotion in the expectation of greater numbers attending. We will therefore be looking for volunteers to help run the event. If you would like to actively participate contact the following responsible persons:

Gate team: Ron Gordon – Chris Whisson  
Catering – Steve Hills  
Bike Display (inside and outside) – Barry O'Byrne  
Swap Meet Area – Paul Peghini  
Sponsorship and Marketing – Jim Douglas

Remember this is your opportunity to showcase your club and its activities. If you are unable to contact any of the above then leave your name with our club secretary Nic who will pass your details on. We are also pleased to announce that Flo and her team of capable ladies will be looking after the canteen again this year. Flo will be delighted to receive donations of cakes etc. from members as in the past.

So far our call for members to register their bikes for display has had a limited response. Only bikes pre-registered will be accepted into the hall. We have a target of 100 bikes so that we fill the hall and have some bikes on outside display for start-up and riding around the arena. The reason for the pre-registration is so we can create a detail display board for each bike (which takes time, so can't be left until the last minute) and have a firm view of the numbers of bikes for the display.



We are now considering inviting non-club members to participate in the display as there are some very interesting old motorcycles out there. We would therefore urge members who want to display to get your registration forms in NOW. Once we have the numbers we need the list will close. The aim of this entire exercise is to promote the Club, so having to invite non-members to flesh out the Show would be ironic. The other advantage from the event is that all profit we make from the show we will allocate to reduce club fees next year. So your participation and efforts at the show could have a significant effect on the membership fees you will pay next year. Thanks are extended to the following members who have registered early: Tim O'Brien, Barry O'Byrne,

Richard Argus, Ken Foster, Adrian White, Bill O'Halloran, John Moorehead, Roger Bowen, Stephen Hills, Art Woldan, John Laird, Peter Nicol, Mike Blake, Gordon Cecil, Mike Hesford, Lat Fuller, David Moore, Ian Patterson, Ron Chave, Ken Vincent, Colin Hankinson, Jim Douglas, Peter Lawson, Noel Simmons, Keith Weller, Shane Weller, Neil Freeman, Murray Barnard, Chris Davis, Trevor Stephenson, Jayson Schreurs, Jeffrey Lindley, Jeff Sanders, Frank Ockwell, Nic Montagu, Jo Deol, Ted Rayfield, Tony Lock, Paul Peghini and Rhona Finnigan - *VMCCWA Motorcycle Show & Swap Meet Organising Committee*

**ENTRY TO CANNINGTON SHOWGROUNDS FOR MOTORCYCLE DISPLAY AND SWAP MEET:** Entry for machines registered for the display will be through the gate closest to Albany Highway. Entry will be from 8 – 9am. The gate will then be closed. Entry for the swap meet for members and public will be from 9am and the entry gate is further up Station St (see map below). All details are on the club website at [vmccwa.com/vintageshow](http://vmccwa.com/vintageshow). Entry for club members to the swap meet is \$5. Entry is free for members registered for the display. Registrations will close during March, date to be advised.



**404 CONCESSIONAL LICENSE UPDATE:** The Department of Transport has notified the Council of Motoring Clubs that the following conditions on 404 will be enforced by the Police;

1. 404 machines can *only* be ridden by the licensed owner (*n.b. the licensed owner not friends or family*) for genuine testing or repair purposes i.e. the 30km rule. The machine must be in transit to a reputable repairer or on a genuine test for this purpose (*i.e. if not on transit to a reputable repairer and you want to ride your 404 legally and be covered for insurance, simply log it, it is easy to do – [vmccwa.com/log](http://vmccwa.com/log). Note: commuting on your machine to visit friends or to have a coffee at a café without logging is a breach of your 404 licence conditions*).
2. 404 machines can only be removed from a Club Register when a letter is received from another authorised Club advising that the machine has been entered on their Register.
3. DoT has now removed the requirement to carry the vehicle license at all times. Should the condition still appear on your renewal notice, it can be ignored.
4. **404 LICENSE CONDITIONS:** For those who think there are too many rules, read your vehicle license for 404 machines. These are **NOT** club rules, they are the law and they are **YOUR** responsibility. All the club asks is; please respect the 404 requirements, because if you don't, you put the privilege at risk for all club members. Club rules do require members to comply with the law and to not bring the Club into disrepute.



Licence not transferable whilst subject to concession. Where ownership has changed the purchaser must restore the licence to full rates or return the number plates.

PLEASE NOTE: If the vehicle is used for purposes that breach the conditions under which the concession is granted, Section 7(4) of the Road Traffic (Vehicles) Act 2012 deems the vehicle to be unlicensed. In these circumstances your compulsory motor injury insurance will generally not cover you against claims for personal or fatal injury caused to another person.

CONDITIONS: 370 This vehicle licence cannot be transferred, please contact Concessions Section.

369 To be in receipt of this concession the owner must be a financial member of an approved motoring club or association. Vehicle must be in original/unmodified condition.

### DELEGATES REPORT - COUNCIL OF MOTORING CLUBS (CMC) - JANUARY 2019: John Moorehead - Club

*Delegate - January 2019* - Following the introduction of the insurance premium in July 2016 (No Fault Personal Insurance Scheme) there has been a significant increase in the transfer of vehicles from normal (Class A) license to Concessional Code 404 license. In fact the number of vehicles on Concessional Code 404 license has more than doubled and as at November 2018 some 8500 vehicles are now licensed on Code 404. This number is continuing to increase at an unprecedented rate. The reduction in revenue received by the DoT whilst in the past may have been considered insignificant; the current trend is no doubt attracting attention. The Department of Transport (DoT) have reiterated that it is the sole responsibility of the registered owner of a vehicle on Code 404 License to comply with all requirements. Authorised motoring Clubs can have their approved status cancelled if their members do not follow the rules. In particular the CMC/DoT has noted two rules that have not been followed requiring corrective actions:

1. Condition Code 089. Vehicle used only in conjunction with Club events or otherwise approved. Veteran, Vintage, Post Vintage, Invitation or Historic identification to be affixed in the form of a sticker or number plate to the rear motorcycle plate and to the front and rear plates or a car. The lettering on these stickers or plates must be a minimum of 25mm for vehicles other than motorcycles which must be 15mm.
2. Condition Code 369. To be in receipt of this license concession the owner must be a current financial member of an approved motoring Club and the vehicle be in original/unmodified condition. *(Ed. Note club membership renewals were required by 31 Dec 2018, if you haven't renewed since, your machine is unlicensed and uninsured)*

**BACKUP FOR CLUB EVENTS:** The Club Management Committee has been exploring options for the supply of backup on club runs. The cost of backup can be quite heavy, especially for long distance and overnight events. Finding volunteer backup drivers can be difficult as well. The committee has explored options from recognising many members already pay for RAC roadside assistance to not insisting on backup for short runs in or close to the Metro area. To defray costs the committee has suggested that where backup is provided \$5/rider would be more realistic. A proposal was negotiated with the RAC for the Club to take out membership of the roadside assistance scheme however this looks like being too expensive and unrealistic. On top of a \$500 annual fee, the RAC would charge \$150/callout and limit Metro assistance to 40kms towing. The final prognosis is that we will continue seeking the provision of backup for longer runs, especially out of the Metro area, the final decision will rest with the event organiser, and a backup fee of \$5 would be more appropriate to recover some of the cost. Comments are welcome, please provide to the Secretary for consideration prior to the February Management Committee meeting.

**BSA SLOPER OWNERS GROUP:** At the BSA International Rally in Halls Gap in Victoria, a few riders of BSA Slopers (circa 1926 -1935) decided that it would be a good idea to form a BSA Sloper Owners Group to share things such as ideas, information, photos and parts. So far, the response from Sloper owners has been very positive. We would like to contact anyone in WA who may own one or more BSA Slopers and let them know about our proposed Owners Group - Peter Maguire, Mobile 0408 332201, Email [peter.maguire5@outlook.com](mailto:peter.maguire5@outlook.com)

### BOOKS & MEDIA NEW TO LIBRARY:

Indian Restoration Guide (Albany)  
Stanley Woods Super Star (Albany)  
Indian Buyers Guide (Albany)  
Motorcycle Engineering (Albany)  
Zen And The Art Of Motorcycle Maintenance (Albany)  
Indian Photographic History  
Indian  
Barry Sheene Jet-Set Superstar  
Excelsior And Its Racing Rivals  
Moto Guzzi Workshop Manual V35

Honda CB00 Workshop Manual  
Honda CB100n Workshop Manual  
Kawasaki Z200/250 Workshop Manual  
Honda CB125 Twin Workshop Manual  
TT Titans 25 Greatest Isle Of Man Racing Bikes  
Around The World On A Motorcycle 1928  
My Life On Wheels By Maurice Wiggin  
Supercharging Cars And Motorcycles  
Classic British Motorcycles On Show BSA DVD  
Classic British Motorcycles On Show Triumph DVD

**MACHINE PRESENTATION – 1933 TRIUMPH SILENT SCOUT – KEN VINCENT:** Bought as a box of rusty bits in 1978, spent years looking for parts. Restoration commenced 2 years ago. One of only a few running examples in the world and a credit to Ken's dedication and the assistance of Gary Tenardi.



**MOTOCAP – MOTORCYCLE CLOTHING SAFETY ASSESSMENT:** MotoCAP, or the Motorcycle Clothing Assessment Program, is a consumer information program designed to provide riders with scientifically-based information on the relative protection and comfort on a range of motorcycle protective jackets, pants and gloves available in Australia and New Zealand. The program's website can be seen at [motocap.com.au](http://motocap.com.au) with a range of test results on display. It is surprising how little protection some gear provides and price is not a good indicator. MotoCAP is run by a consortium of government agencies, private organisations and motorcycle stakeholders. Unlike motorcycle clothing, motorcycle helmets must comply with a specified standard to be sold in Australia and New Zealand, setting a minimum level of safety. Motorcycle helmets are rated under Australia's Consumer Rating and Assessment of Safety Helmets, which is supported by some of the same organisations that support MotoCAP. Ratings and results can be found on the CRASH website at <https://crash.org.au>. Boots are not included in the initial roll out of MotoCAP but may be tested in the future.

**MEMBERSHIP RENEWALS:** *Mike Blake* - Due to the surge of late payments and incorrectly filled in forms or the lack of same it seems necessary to run through the desired way we would like members to renew.

- 1) Don't leave it to the last moment or later, pay in November or earlier to avoid the long queue at the meeting.
- 2) If making a bank transfer it is essential to include your name and number in the details otherwise the database cannot be updated.
- 3) It is preferred that you send in a properly filled out form if any details have changed, like address or email etc.
- 4) If you are renewing by mail please include a self addressed envelope, do not put your address on the back as a return to sender since we will put our club address there. Despite the clear instructions on the forms people still fail to enclose an envelope adding operating costs to the club.
- 5) The DOT have increased surveillance of the 404 licences and if for all the above you have caused a delay in registering it could cause you grief since the machine registrar also is subject to DOT scrutiny regarding compiling and sending a list of non registered members.
- 6) There is currently a list of payments that we cannot identify due to the lack of information on the deposits so it is possible that those members may be added to the list of non registered machines.
- 7) See note 1

*(Ed. Note if you haven't renewed at 31 Dec and have a 404 machine, it is unlicensed and uninsured, **DoT reg, not Club rule!** Also you have until end of March to renew without paying a \$20 nomination fee or having to re-nominate as a member. After end March you have to apply just like a new member. Note from 31 Dec if you are unfinancial, you cannot use the parts store, vote or receive a Chatter. If you want club services you need to be financial.)*

**PARTS STORE:** Parts store will reopen on Wednesday morning 23 January 2019







## MINUTES OF THE VMCCWA MONTHLY MEETING: 5 DECEMBER 2018

Held at Wattle Grove commencing at 7.58pm

PRESIDENT: Trevor Stephenson, SECRETARY: Nic Montagu, TREASURER: Jim Douglas

MEMBERS ATTENDING: 64, VISITORS: 1. Mick Byrne

APOLOGIES: John Moorehead, Colin Tie, Rob Rowe

MICROPHONE USHER: Ron Morrison



MINUTES OF PREVIOUS MEETING: Murray Barnard, Nic Montagu

NEW MEMBERS: Denon Pike, Michael Byrne, Mark Smith, Bib Cary, Michael Cunningham, Mark Bignell

AWARDS: Certificate of Appreciation were rewarded to Gary Tenardi & Ken Vincent for ongoing work in the library.

PRESENTATION: Ken Vincent presented his immaculate 1931 Triumph Silent Scout. In 1978 Ken obtained the machine as a incomplete box of parts. The engine came from the late Peter Groucott. All the parts were broken and had been passed on between many hands including the gearbox that was in very bad condition. 2 years ago Michael Rock provided me another gearbox. I also sourced a clutch 20 years ago whilst in the UK. The bike has not been started yet but hopefully will kick it over this coming Saturday.

PRESIDENTS REPORT: The passing of Charlie Lawson, a founding member is a sad time. May we have 1m silence.

The recent Gypsy Tour was well attended event and I had a lot fun on 180cc buzz bomb. We had a great time at the Christmas BBQ at the Shelly foreshore and currently working on a motorcycle for display at the Old Iron vintage motorcycle show swap meet and show. I encourage you all to be involved.

CORRESPONDENCE: The recent CMC concessional licensing information evening on the 19<sup>th</sup> Nov was attended by John Moorehead and Phil Skinner. The meeting minutes have been provided and relevant information is present in the CMC Report.

An individual, a non member, as contacted the club with notice of a 1948 UL Harley Davidson for sale – asking \$45000.

TREASURERS REPORT: \$6,800 Income for the month was primarily from members renewal fees and from spares. The major cost in the month was \$1400 for the Chatter (printing and postage). There was also costs for members 30 year badges + section badges plus some electrical work at the unit and the clubrooms. Members are reminded that renewal fees are due before 31st December 2018

Payments		Receipts	
Acct	Amt	Acct	Amt
Backup costs	\$326.25	Backup In	\$270.00
bank Charges	\$10.00	Annual Subs	\$4,971.00
Chatter costs	\$1,052.84	Bank Interest	\$3.77
Chatter Postage	\$358.65	Others	\$41.00
Elec com	\$29.99	raffles	\$158.00
others	\$448.50	Trading Spares	\$1,360.00
Raffle Costs	\$100.00		
Rallys & Events	\$89.00		
stat/print/post	\$110.70		
Unit	\$560.00		
Total	\$3,085.93		\$6,803.77

WEB REPORT: The 2019 Draft calendar will be posted online this December for you to get a heads up for events next year. The Old Iron Vintage Motorcycle Swap Meet and Show registration form and details are on the website. Please register as soon as possible. The sooner I receive your information the sooner I can get the boards done.

EVENTS: Boxing Day Breakfast, 26<sup>th</sup> Ken Vincent, Not really a run or ride other than a social gathering. 2 Dogs Run, 20<sup>th</sup> Jan. Roley TT, 3<sup>rd</sup> Feb. A ride up through the hills to Karragullen. Old Iron Vintage Motorcycle Swap Meet and Show, 24<sup>th</sup> March. PAST EVENTS: Murray Barnard. Gypsy Tour 10-12<sup>th</sup> Nov was well attended with 28 riders, a great run over to Albany from Denmark and Walpole. We rode to Mutton Bird Island, a few bikes broke down and great to see the Albany members. Keith Weller – A little bit of drizzle on Saturday, many thanks to the girls for running the backup. Christmas BBQ, 18<sup>th</sup> Nov, Trevor

Stephenson: We had a great time at the Christmas BBQ at the Shelly foreshore. Kalgoorlie Toy Run, 1<sup>st</sup> Dec, Murray Barnard: Annual toy run with a ride from Kal up to Orabanda via Coolgardie a back to Kal via 5 pubs. 6 turned up. Planning again next year Peter Groucott Memorial Run, 2<sup>nd</sup> December, Roger Bowen: Catering was excellent with 25 riders attending, great to see the tractors start up. A really good venue and good run. Old Folks ride. A Thank you note from St Francis for making a lot of residents very happy. This was attended by Martin Robinson, Dave Moore, Colin Brazil, Ron & Lynne Gordon, Colin Hartridge, Ted Rayfield, Neil Mont, Delys Brazil, Art Walden, John O'Brien and Jim Douglas.

MEMBERSHIP: Mike Blake – membership forms are rolling in.

#### DATING REPORTS

Pre-31: Michael Rock. No report.

Pre 70: Maurice Glasson. Two bikes for the month of November

1969 Honda CB450 for Greg Eastwood

1970 Jawa Californian for Gary Webb

Post 70: Les Vogiatzakis: 1982 Kawasaki LTD 750 and a 4 cylinder Triumph

Concessional: Phil Skinner. No report.

Inspections: Phil Skinner. 1982 Kawasaki LTD 750 and Triumph Bonneville.

MACHINE REGISTRAR: 1982 Kawasaki LTD 750 and Triumph Bonneville.

LIBRARIAN: Ken Vincent. 20 New Books received last week from various donations. Some are going to Albany section.

SPARES: Kieth Weller: Clean your shed out and donate any usable parts. Thank you John O'Brien and Richard Platt for finishing off the new kitchen facilities. Wednesday social club is in full swing. Spare parts will be closed from the 12/12/2018 to the 23/1/2019 only opening for the January Monthly Meeting.

POINTS: Trevor Stephenson. No complete yet as I am waiting upon membership renewals.

CMC Rep. Nic Montag.

It was confirmed that vehicles can be used for an "impromptu run" involving one or more vehicles provided that the club events registrar (or club officer tasked with maintaining the events log) has been notified in advance. Some clubs have an online system for management of these impromptu events. It was also confirmed that if a vehicle owner joins another Department of Transport authorised club and they wish to place their vehicle on that register then they need to advise the registrar of the original club that authorised the concessional licence .

Noted that only the vehicle license holder can drive a vehicle for road testing. A request was made if this could be extended to partners and third parties. Noted that Road Testing (3.29) also allows anyone to drive a concessionally licensed vehicle for "travel in order to have the vehicle repaired" and that a (repair facility) mechanic, restorer or authorised examiner may drive the vehicle within any distance restriction.

REGALIA: Andrew Hobday. New stock including Polo Shirts and caps are here for summer.

UNIT: Andrew Hobday. Thank you Steve Hills for facilitating the power point for the Trailer.

TECHNICAL LIBRARY: Mike Williams. No report.

GENERAL BUSINESS: Elliott Montagu asked for a report regarding the current usage and future plans for the Maddington Unit. Trevor Stephenson replied: The Unit is currently being used for Committee meetings, storage of parts and equipment including the club trailers to keep them out of the weather. Various events are planned for the future to be run out of the unit.

Clarification of 404. – The CMC report was re-read

BITS & PIECES: A member (no name given) Does anyone have a CB350 twin I would be able to photograph?

Iron Horse shop has a C11G in pieces for sell that would make a great project.

Albany member Ed Shekell is looking for C10 / C11 timing cover. Can anybody help

A member (no name given) CB400/4 photos of wiring – Can anyone help

Meeting concluded 8.56pm

#### **PRECIS MINUTES OF VMCCWA MANAGEMENT COMMITTEE MEETING - 12 DECEMBER 2018**

Held at Unit4/4 Malcolm St Maddington commencing at 7.30pm

Present: Trevor Stephenson, Jim Douglas, Murray Barnard, Paul Peghini, Stephen Hill, Richard Argus, Les Vogiatzakis

Apology: Nic Montagu, Barry O'Byrne

Following matters were discussed:

- ☐ Parts Store stock getting low. Jim Douglas to advertise for parts.
- ☐ Audit of Club accounts is underway
- ☐ Backup fees and provision of trailer in the long term discussed. Cost and availability of backup drivers an issue. Alternative arrangements being considered including beneficial provisions for Roadside Assist with RAC at a Club level.
- ☐ Events: proposals for new overnight events which would attract members and family being considered.
- ☐ Proposal to encourage more use of hi-vis vests to be explored by Richard Argus.
- ☐ Registrations for the display at the Swap Meet are being sought. If display boards are to be produced registration needs to occur earlier than later as time is required to produce, print and mount them.
- ☐ Nomination for role of membership secretary from Mario Cudini accepted.
- ☐ Credit card facility for paying club fees on club meeting nights to be considered.



- ☐ Cars cannot be registered by the Club. Matter to be discussed with the Machine Register.
- ☐ Member of the Year proposal. Consideration being given to process. Agreement that nominations will be sought from members later in the New Year.

## MINUTES OF THE VMCCWA MONTHLY MEETING - 2<sup>ND</sup> JANUARY 2018

Held at Wattle Grove commencing at 8.02pm

CHAIRMAN: Trevor Stephenson, SECRETARY: Nic Montagu, TREASURER: Jim Douglas  
MEMBERS ATTENDING: 53, VISITORS: 0, APOLOGIES: Paul Peghnini, Chas Bailey  
MICROPHONE USHER: John Boulter



MINUTES OF PREVIOUS MEETING: Murray Barnard, Nic Montagu

NEW MEMBERS: 0

PRESENTATION: No Presentation. Trevor Stephenson spoke briefly regarding his motorcycling history.

PRESIDENTS REPORT: Happy new year. Encourages all members to ride their motorcycles in the many events the club has to offer in 2019. If you have anything to say please come up after the meeting concludes.

CORRESPONDENCE: An email from a Ruth Pollock who is researching history or information of her late grandfather Gus Hard and his motorcycles. At age 15, in 1915, he had a BSA 3 1/2hp (rego 8991) and later acquired a late twenties Cleveland. She has no history past 1935. Can anyone help?

### TREASURERS REPORT:

Income for the month was \$7,320 of which \$5,668 was from members renewal fees. The renewal fee income represents approximately 30% of total income expected for the year which arrives in one month, with many leaving it to the last minute to pay.

The expenditure for the month was \$922.75 plus a further \$10,000 was transferred from the Cash Management Account to an interest bearing one.

December			
Payments		Receipts	
Acct	Amt	Acct	Amt
Backup costs	\$90.00	Annual Subs	\$5,668.00
bank Charges	\$10.00	Bank Interest	\$3.49
Cash Transfer	\$10,000.00	Backup in	\$66.00
Chatter Postage	\$329.77	Others	\$20.00
Elec com	\$134.99	raffles	\$145.00
Library	\$30.00	Trading Spares	\$1,417.00
others	\$145.15		
Raffle Costs	\$22.89		
stat/print/post	\$46.92		
Unit	\$113.03		
	\$10,922.75		\$7,319.49

WEB REPORT: The 2019 events calendar is posted on the club website.

EVENTS: Murray Barnard, Rolley TT 3<sup>rd</sup> Feb. Start at Keith Weller's for a cuppa then make our way through the hills to The Rock Inn (Paddy's Tavern)

Northam Swap Meet, 17<sup>th</sup> Feb. Meet at Dome carpark in Mundairing 6.30am and ride to Northam.

Old Forkers Display, 24<sup>th</sup> Feb, Hale Rd Club Rooms/grounds 9.00am. An event put on by the pre-31 section. We will go for a 45min ride and serve breakfast for \$5.

Old Iron Swap Meet and Display, 24<sup>th</sup> Mar. We have 31 members entered with a total of 50 machines. The earlier you register the better and easier for organisers to produce display boards. We need volunteers to assist with Ron Gordon who is supervising the Gate, Steve Hills who is coordinating food, Flo who is overlooking the canteen (we need cakes), Paul Peghini who is looking after the swap meet area and Richard Argus around the outside. Your contribution will make a difference and the committee propose that any profit made will pay for membership fees.

Busselton 2 Day – Event has been now planned for October 6<sup>th</sup> / 7<sup>th</sup>.

MEMBERSHIP SECRETARY: Mike Blake. Please pay renewal fees asap.

### DATING REPORTS

Pre-31: Michael Rock. No report.

Pre 70: Maurice Glasson. 1949 BSA A7, 1967 Yamaha YR1 350

Post 70: Les Vogiatzakis: 1971 Honda CB125, 1982 Suzuki GSX750S Katana, 1983 Yamaha RZ250

Concessional: Phil Skinner. No report.

Inspections: Phil Skinner. No report.

MACHINE REGISTRAR: No report.

LIBRARIAN: No report.

SPARES: Keith Weller. The spares will be reopening on the 23<sup>rd</sup> Jan.

POINTS: Trevor Stephenson. I will commence points on the 1<sup>st</sup> of Feb. I am waiting for membership renewal completion.

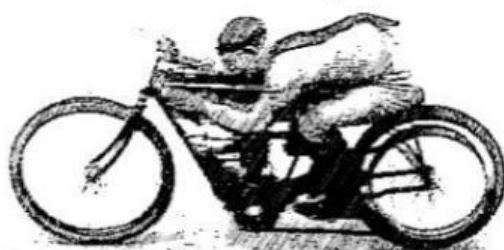
TECHNICAL LIBRARY: Mike Williams. No report.

CMC Rep. John Moorehead. The 2016 insurance commission catastrophic injury levy which increased all our vehicle registration costs was lobbied by the CMC to reduce this fee to \$33 annually. As a result of the catastrophic insurance fee 404 registrations doubled to approx. 8500 from 4000 previously. DOT have taken note of this and unfortunately are looking into and reminding clubs like ours of the responsibility of the 404 concessional licencing and will withdraw the privilege from clubs if members are not following the rules. Two items in particular were raised. Code 089 with regards to concessional plates or stickers (15mm lettering) must be on all 404 machines. Secondly, Code 369, you must be a financial member to ride a 404 licensed machine. Please make sure you do the right thing and contact any club official for any question.

GENERAL BUSINESS: A discussion was raised from the floor regarding obtaining 404 plates. The committee will include this as item on the meeting agenda. The committee will respond the membership in due time.

BITS & PIECES: Rob Fowler is looking for a 1950 Ariel. John Oldland is looking for a 1942 M20 front spigot.

Meeting concluded 8.42pm.





# PAST EVENTS

**KALGOORLIE TOY RUN & RIDE TO ORA BANDA – 1 Dec 18:** The club event over the weekend to Ora Banda, Broad Arrow and the Kalgoorlie Toy Run was a big success. Once arriving at Kalgoorlie, we covered about 300 miles (just under 500 Km) throughout the district with four 1950's BSA's and a 1974 Kawasaki Mach 111. Later joined by a '77 Yamaha XT500 road/trail bike. Appreciation to Richard Argus for organizing the event and providing excellent historical commentary in our travels. Big thanks to Mario and Cathy Cudini providing a base and hosting Colin and myself. We all enjoyed the event immensely and will be looking forward to next year – *pics & report by Andrew Hobday.*





PETER GROUCOTT MEMORIAL RUN – 2 Dec 18: Pics by Frank Ockwell





**BOXING DAY BREAKFAST – 26 JAN 2018:** Good turnout on a largely fly free day that wasn't too hot, sadly without Ken, who was unwell. Trevor never made it on his little ag bike having to hitch a ride in the ute. *Pics: Murray Barnard*







Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

#### ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events	Trailer Backup
<b>2019</b>		
February 10 <sup>th</sup>	Ron & Lynton's run	Required
March 10 <sup>th</sup>	Ed Shekell's run	Bernie Wolfe
April 14 <sup>th</sup>	Jasmine Hoansen's Ship to Shore run	Peter Ogborne
May 12 <sup>th</sup>	Bill Morrell's run	Required
June 9 <sup>th</sup>	Lloyd's Run	Required
July 14 <sup>th</sup>	Northy's run	Required
August 11 <sup>th</sup>	Volunteer required	Required
September 8 <sup>th</sup>	Kevin's Spring Rally	Required
October 13 <sup>th</sup>	Richard Turpin's run	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norlok place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

**DENNISS & MAUREEN FAREWELL:** Paul organised a farewell get together for Dennis and Maureen at Nippers, there was a good turnout of 29 members and partners. Paul presented a card signed by members, and 2 framed photos, one being of the presentation ceremony for the certificate of thanks to Maureen and Dennis for their service to the section, the other, of members gathered before a ride. Sinead at Nippers organised things very well in Sharons absence, a cake decorated with Farewell Maureen and Dennis was served, along with tea and coffee, this along with the framed photos was paid for by Paul Armstrong and another, Geoff Osborne generously put in \$50 on the day. *Roger Bittner*

**GYPSY RIDERS VISIT - 10 & 11<sup>th</sup> November 2018:** Last weekend we were invited to participate in the Albany Vintage and Classic Club's functions. There was the Extravaganza display and poker run on the Saturday followed by the hill climb up Mt. Adelaide / Mt. Clarence on the Sunday. This weekend the Gypsy Rider bunch (28), escaped from Perth and lobbied into Denmark's Rivermouth Caravan Park and set about sampling the delights of the South Coast, to which we were all invited. Saturday : An enjoyable run up Scotsdale Road for a coffee at Duckett's Mill cheese factory / winery, then over to the tree - top walk at Nornalup and ending with a late lunch / cider sampling at the Elephants Rock café. A pity more Albanians didn't take the opportunity to combine great camaraderie, food and a ride; it was suggested that distance is the problem - of course it's not far from Denmark to Albany but apparently it's a lot further from Albany to Denmark? Maybe next year? Sunday : The weather improved a bit, and we all met at Youngs Siding store for a coffee, and importantly, we observed a minute's silence at 11 am to remember those who never came home from WW1; it finally came to an end, 100 years ago today. From Youngs Siding the combined group rode up to the lookout at Mutton Bird Is. to take in the vista, followed by a wander through the roads of Robinson, ending up at the Clubhouse at Little Grove for lunch. And it was a great lunch too! A bbq, where it had already been cooked for you! Home - made patties and salads, snags, fresh buns and something sweet to finish with, as well. Our pet marsh flies were their usual over friendly selves but it didn't interrupt the socializing and the friendships that were made; it's important we keep our Perth - Albany links current. Did we tempt any of the Gypsy Riders to leave traffic lights land and take up south coast citizenship? The lunch wouldn't have happened without the generosity of, principally, Maureen and Dennis who were capably aided by Bob, Cheryl, Evelyn, Noelene, Pat, Kevin and a few others I've probably overlooked, sorry. Thank you all for such a great lunch! We had 2 backup trailers and almost no customers; I did see a yellow BSA Rocket3 sneaking onto the Gypsy Rider's trailer for a free ride back to Denmark. And thanks to Dave and Maxine for doing our backup - *Bernie*

**DECEASED RIDERS MEMORIAL RUN:** We only had 17 riders, but thank you to the ones who made the effort. We went via the timber sculptures display on Mercer Road then out to our clubrooms. Paul called us together for a minutes silence to remember the mates who are no longer with us. I guess we all have people who were extra special to us in the club. Thinking about one of my particular mates during the silence I felt sad at his loss, but also noticed that after a while I was smiling at the memories of his company. He was the first to greet me when I came for my initial ride with the section, and I always felt cheered up in his company. The fellowship of people like Frank is a very important part of the club for me, that's why the minutes silence, though sad, can also



put a smile on my face. I'm sure it is the same for other members. After the ceremony we got down to the usual activities, a BBQ, cake, courtesy of Maureen, shared motorcycling experiences and tall stories. I am writing this article as our excellent roving reporter, Bernie, was ill. And finally, thanks to Northy for doing the backup - *Roger. (The Scribe)*

**VMCC ALBANY - 32<sup>nd</sup> CHRISTMAS CHARITY RIDE - Sat 8<sup>th</sup> December 2018:** From huge Goldwing trikes to 50cc scooters, from Can Am Spyders to Honda mini – bikes, from vintage bikes to the very latest and a heap of Harleys in between. Riders from all walks of life – from patched club members to 16 year olds on L plated scooters, young and old; the local motorcycle mob turned out to see and be seen and to socialize. All with the common aim of supporting the Salvos via this Club's annual Christmas charity ride.

We all met at the Parade St. park (plenty of room), took off at 10am for a ride around town and parked up at the town plaza, in York St., to donate to the Salvos and socialize some more. With 430+ bikes forming a conga line around the streets of Albany, it was tempting Murphy to turn up but apparently all went well; err, apart from poor Santa's trike - it's starter motor expired, noticeably! It was the usual "if the smoke escapes from the electrics, they stop working" type of problem, causing Santa to commandeer another bike in a hurry, in order to lead the ride. The only other casualty, that I'm aware of, was a recalcitrant Panther outfit that probably needs threatening with being put on Gumtree if it acts like that in future! So how did the event go, overall? For the Salvos there was just over \$4k donated in cash (including a donation from our Club) and a small truckload of food and toys; we sold out of souvenir badges (thank you helpers!), the weather was sunny and cool making it pleasant for the riders, who seemed to enjoy themselves. Plus there were quite a few spectators, family and friends at the plaza who also enjoyed the spectacle of so many bikes – you couldn't ignore us! Now this ride didn't just "happen"!! Firstly, el presidente Paul has been networking with the Police, City Council, the Salvos, ATM traffic management for months prior, helped by Dennis, when he could. Without the help of our local Police and ATM the ride would have been hazardous (especially car drivers at roundabouts) and without the Club parking helpers the task of clearing the bikes off York St. and into the plaza would have been frustratingly slow.

**SO WHOEVER CONTRIBUTED TO THE DAY, NO MATTER HOW LARGE OR SMALL – ENJOY THE SATISFACTION OF A JOB WELL DONE FOR THE SALVOS AND THE CLUB!!** And hopefully we can do it all again next year!! - *Bernie*

**VMCC ALBANY - CHRISTMAS CLUB RIDE - 9<sup>th</sup> DECEMBER 2018:** Lovely weather (for the Salvo's charity ride) continued for our December Club ride ending in a BYO bbq (and Santa) at our Little Grove clubrooms. So; out of the Old Gaol at 10am headed for a stop at the Elleker Store, via South Coast Highway and Lower Denmark Rd. At Elleker it was coffee & chat time; also time to put a wayward number plate back on Merv's outfit, courtesy of Noelene, Ruth and the helpful store owner. Meanwhile a group of helpers had set up the Christmas tree, bbq, tables and chairs (thank you everybody) in anticipation of the arrival of Santa, post lunch. Yes this year we have kids again (about 8?) zooming around like oversized marsh flies! (as kids do) At an appropriate time the riders headed off from Elleker for the clubrooms, except Chris' AJ, which despite much kicking, cursing and pushing, refused to go; claiming it was getting it's own back at it's owner for his neglect and making it feel unloved! Did you know 2 grown men can squeeze onto the seat of a Yam SR500 to go and find a trailer? Everyone seemed to enjoy their lunch and the socializing, even our friendly marsh flies joined in but they suffered a high death rate per bite! Santa turned up in Bill's sidecar, with the kids following him into the clubhouse, to dish out the presents. Now we had kids zooming around like oversized marsh flies armed with nerf guns and water pistols! Yes the day went off quite pleasantly; we cleaned up (thank you again all the helpers) and wended our way home about 3pm. This is our last function for the year and, sadly, also our last function (for now at least) for Dennis & Maureen Lohoar as they are reluctantly leaving us to move to the Safety Bay / Shoalwater area (and happily, their family) due to Dennis' medical needs. These two are leaving a big hole in this Club that will be hard to fill! They go with our best wishes for the future; we know, as before, they will make the best of it. Once they've got their own place, they have issued an open door policy for friends from Albany to drop in for a cuppa, when you're in the area. Members in the Rockingham area can now have another old phart, on his Harley Sportster outfit, join them for a ride to their favourite coffee shop – long may it continue!! - *Bernie*

**JANUARY RUN:** On the 6<sup>th</sup> of Jan, 17 of our section joined the Vintage and Classic club for their Oldest Bike run. From Mercer road, out to Youngs Siding, motorists were able to enjoy the sight of some very fine old motorbikes, a good proportion of them from our club I am pleased to say. We had morning tea at the Siding and then the majority were off to have lunch at Emu Point. Ruth drove Bernie out as he won't be able to ride for a while after his recent operation, but you can't keep him away from the motorbikes and it's good to have him back with us. *The Scribe.*

#### **MEMBER PROFILE: Lloyd Elliott**

Lloyd Elliott began his motorcycling life on a 125 BSA Bantam Rigid at the age of eleven. At age fifteen he bought a 1952 Norton Dominator Plunger in full original condition for just twenty pounds, stripped it down and used it as a scrambler "what a shame". Three favourites? A Norton ES2, BSA Lightning, Triumph Tiger Cub. Lloyd likes predominantly British bikes "as they give you joy, look good, are easy to restore and go well". Would like to own, a BSA 1000 V Twin, a Laverda, or a 900cc SS Ducati. Longest ownership, 8 years for his current 1965 BSA Lightning, prior to that a 1971 Honda CB 750 K1, for 4 years, "great bike, then". Favourite rides, Most out of town places around Albany. Lloyd joined the section about 25 years ago because he was restoring vintage bikes and also enjoyed the club activities and camaraderie. He re joined 7 years ago and still enjoys it, "they are a good bunch of people". Thanks Lloyd

*By Adrian White*



Adrian took the initiative to approach Australia Post about the release of a series of stamps on vintage motorcycles. Australia Post responded with a package of information on the release including a first day cover, information booklet, postcards and more. Adrian has undertaken to mount much of this material for display in the Clubrooms. Great work Adrian. A feature article on the stamp edition is in this Chatter – *Editor*

Charlie Lawson's funeral at Pinnaroo Cemetery on 27th November, following his death on the 17<sup>th</sup>, was well attended by a very diverse congregation. This in itself is a tribute to Charlie, dying at ninety usually means most of your contemporaries have already gone to greener pastures or are sitting in a nursing home wondering who they are. I thought the funeral struck a nice balance between sorrow at losing such a friend or relative and gratitude and happiness that he'd been part of so many lives. There's always been part of funerals I've thought profoundly sad - not only do we lose a loved one, also lost are the knowledge, skills and memories of that person. Charlie knew about farm machinery and auto electrics, including magnetos. I spoke to a second year auto electrical apprentice recently, he'd never even seen a magneto and had only a vague idea of one's function. Try finding a working blacksmith or stonemason, try finding a licensed aviation engineer to recondition your Curtiss - Wright R3350 double row 18 cylinder radial engine. Beautiful and state of the art it once was, now it's obsolete technology no longer taught but still a piece of history and a vital unit for fans of aviation restoration. I also talked to a second year apprentice motor mechanic who knew not what a side valve engine was and had never fitted a set of points. Also obsolete and not even mentioned as history. Gone too are the memories and life stories. Charlie was an inveterate story teller - his family think he might be the author of the advice "never let the truth get in the way of a good story." I remember once he told of taking a charming young lady to a dance on his Norton (I'm assuming that was the name on the tank), on the homeward trip her dress and the Norton's chain met resulting in a totally ruined dress and the showing of more bare skin than her mother would have approved. Charlie had many such tales, now lost. Some time ago I talked with him hoping to record a few but sadly, his memory had deteriorated. There must be hundreds of interesting tales of motorcycling and life among the readers of this column. Let's not lose them. Think your first ride, your first bike, crash, race win, near miss, courting on two wheels, the list goes on. Write them or contact me and I'll try and tell them as you would wish. If you've been a bit naughty or are shy you can remain anonymous. I've had enough feedback from this column to know people are interested and entertained so let's hear from you! It's worth the effort. *Let 2019 be all you'd wish for! Cheers!*

A motorcycling friend also flies his own light aircraft and tells of the conversations on radio between pilots and Air Traffic Control. Several of his mates flew to a friend's property in the South-West, landed in a paddock and spent a great weekend socialising. Came time to go, the first plane took off, gaining height the pilot commented "it's f—— hot up here." Immediately A.T.C. were on the air "Who said that? identify yourself immediately!" After a pause came the reply "I said I'm f—— hot, not f—— stupid!"

A Lufthansa pilot approaching Heathrow Airport was having difficulty with the mandatory English language as he spoke with the tower, and demanded to know why, as a German pilot, flying for a German airline with a plane full of German passengers he was obliged to speak English. Before the tower could respond, an eavesdropping anonymous British Airways pilot helped out with “Because we won the war mate!”

Conversely, a British Airways pilot, approaching Berlin was having trouble understanding the heavily accented English of the German controller. Becoming frustrated the controller asked “Haven’t you ever been here before?” Came the reply “Only once before, many years ago when I delivered some goods and went straight back home.”





## WHAT EVOLUTION AND MOTORCYCLES HAVE IN COMMON: LET'S TAKE A RIDE ACROSS AUSTRALIA (Put your thinking caps on gentlemen!)



*Pic and text courtesy: The Conversation – independent media -- <https://theconversation.com>*

By **John Long** - Strategic Professor in Palaeontology, Flinders University. John Long spent many years earlier in his career at the WA Museum has authored several books on ancient Australia. John is thanked for permitting the publication of his original article from *The Conversation* published in Sep 18.

I've been a motorcycle enthusiast since I got my first bike in 1975. Motorcycles are great fun, but there's also a lot you can learn from riding one.

The late author Robert M Pirsig's 1974 classic book *Zen and the Art of Motorcycle Maintenance* exemplified this perspective. Pirsig contrasts the rational and romantic sides of human nature as he describes his motorcycle journey of self-discovery. I've recently been contemplating similarities between the evolution of life and the early development of motorcycles, and what a motorcycle ride can teach us about the history of life.

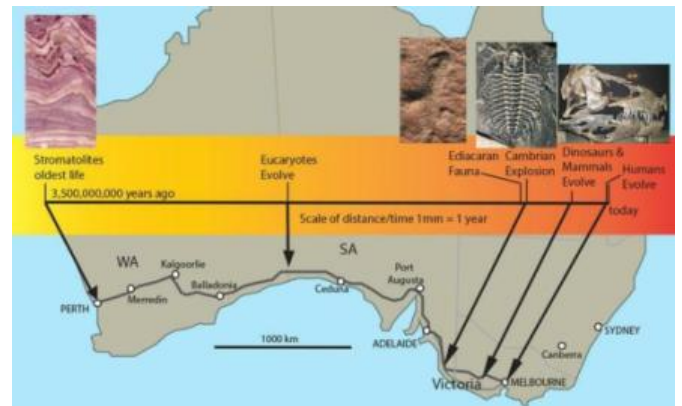
### A RIDE ACROSS AUSTRALIA SHOWS THE DEEP TIME OF EVOLUTION

The oldest life on Earth is shown in fossils of stromatolites, mounds of layered mats of blue green algae found in the Pilbara district of Western Australia, dated at around 3,500 million years ago. Today similar life forms can be seen thriving in Shark Bay and in some of the estuarine lakes around WA. By sheer coincidence, the distance from Perth to Melbourne is about 3,500km, a route I travelled on my motorcycle back in 1996. Thus, every kilometre I did on that transcontinental ride represents a million years of Earth's history since life first evolved. Thus, every metre represents

a millennium, and every millimetre a year. Let's use this metaphor of time and distance to highlight the big milestones of the evolution of life on such a ride. Travelling along at 100kmh we'd pass through 100 million years of Earth history each hour of riding.

If we are at the origin of life in Perth (at 3.5 billion years ago), the next milestone we encounter is the development of cells with a nucleus, or eucaryotes. These appeared about 2 billion years ago, which on our ride would be around Ceduna in South Australia.

Not much happens until we cross the border into South Australia. The dawn of complex multicellular animal life (called metazoans), is seen by our famous Ediacaran fossils of the Flinders Ranges. Recent research has just proven these are the oldest true animals. This event – dated at around 560 million years ago – is the equivalent of arriving at the town of Keith, South Australia, on our ride. If we deviate south and travel into the Coonawarra, famous today for its fine wines, we reach the time of the great Cambrian explosion of life, starting about 540 million years ago. This is when nearly all the major groups of marine animals appeared on Earth.



*How a ride across Australia (about 3,500km) translates into a true analogy of evolutionary deep times, where 1km of travel represents 1 million years of time passing.*

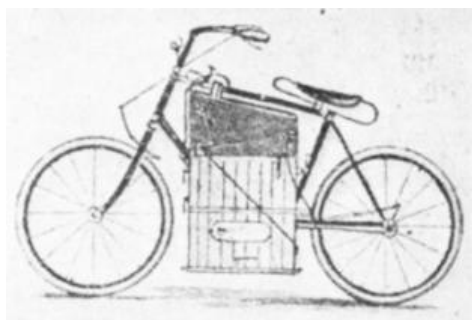
The origin of backboned animals (vertebrates) is another milestone represented by appearance of the first fishes. This happens as we drive across the border into Victoria on the road to Casterton. Fishes left the sea and invaded land as early four-limbed tetrapods by the time we reach Hamilton, and we enter the age of dinosaurs and the first mammals as we cruise the backroads into Skipton, about 230 million years ago. If our journey is to end precisely at the Melbourne Post Office (GPO) on Elizabeth Street, then the appearance of our immediate human ancestors, the australopithecines, will occur at a spot on the road about 3.5km from the GPO, on

State Route 30. We park the bike near the GPO and walk towards it. Modern humans (*Homo sapiens*) appeared on Earth about 315,000 years ago, or just 315 metres from our destination. To mark the point in time when the first peoples arrived in Australia, around 60,000 years ago, we reach a point just 60 metres from our final destination. Finally, we take five large steps, each a metre, to reach the front door of the GPO and in this final act we've gone through most of recorded human civilisation, taken from the first step pyramid of Djoser about 5,000 years ago in Egypt, to today.

#### THE RATE OF EVOLUTION OF LIFE COMPARED WITH EARLY MOTORCYCLES

As a palaeontologist who studies life of the past, I see evolution in action all around me. Not just in species of animals and plants that have adapted as their environments, but also through fossil species that couldn't adapt and went extinct.

I'm now going to explore the metaphor of how the history of motorcycle development shows a similar tempo for diversification as that of early life, even if it is on a totally different scale of time. Motorcycles, like life, had a long, slow history of development – followed by sudden explosions of innovative engineering diversification. Let's arbitrarily start the clock from the invention of the first atmospheric combustion engine, the Newcomen steam engine, in 1712. Early steam-driven motorcycles, such as Sylvester Roper's steam velocipede, were hazardous, as the metal boiler building up pressure was positioned between the rider's legs – not something our safety advisers would like today. The machine could run at speeds of 64kmh for up to an hour, becoming the first non-railed machine that could power a human at far greater speeds than just running.



*The Roper steam velocipede, an early steam-powered motorcycle (c 1886)*



*The Daimler 'riding car' is considered the world's first motorcycle.*

The next major milestone is the creation of the fuel-air compressed combustion engine by Beau de Rochas in 1862. Our modern four-stroke engine was developed by Nicklaus Otto around 1864 with help from Eugen Langden. The first ridden two-wheeled machine with handlebars and a combustion engine powered by this engine was Wilhelm

Maybach and Gottlieb Daimler's Reitwagen or "riding car" – considered to be the world's first motorcycle. The first trial ride was particularly exciting, as Daimler's son Paul, aged 17, drove it for 12km on November 18, 1885. It was an unexpectedly eventful journey as the rider's seat caught fire due to the hot tube ignition system wedged immediately below it. It took another decade before Hildebrand and Wolfmüller of Germany would commercially produce a powered motorcycle that was freely available on the open market in 1894. Just like the sudden Cambrian explosion of life, the next few years saw a sudden great explosion of motorcycle diversity as expressed by varied engine types – a time when efficient four-stroke combustion engines of many kinds and varieties were fitted into strengthened bicycle-type frames. Motorcycles of nearly all modern configurations then suddenly appeared between 1900 and 1912 from manufacturers in England, Europe and the United States. Varied engine positions were trialled, from up high on the handlebars, or attached to either the front or rear wheels, but eventually the engine position stabilised (evolved) in a slung frame at the centre of the bike. We find examples of single-cylinder engines of many types (vertical, sloping, horizontal), twin engines (upright, in line V-twin, transverse and inline; flat horizontal twins), radial engines, even three and four cylinder engines. The first working two stroke engine bikes were commercially available in 1908. The British motorcycle manufacturer Humber had an electric-powered bicycle on the scene around 1897. Even the first rotary engine motorcycle, invented by Felix Millet in 1889, went into production in 1900.

#### RATES OF EVOLUTION: MOTORCYCLES VS EARLY LIFE

I'm now going to measure the rate of motorcycle evolution from the first atmospheric combustion steam engine in 1712 through to an arbitrary milestone in the 20th century that represents the emergence of the first highly complex modern motorcycle. I'm choosing the appearance of Guilio Carcano's V8 double overhead cam 499cc Moto Guzzi racer of 1955 to represent the dawn of the modern superbike.



*A 1955 Moto Guzzi V8 (500cc), perhaps the world's first superbike, at the Moto Guzzi Museum, Mandello Del Lario, Italy.*

Using this analogy, the time and tempo for motorcycle development (scaled between 1712-1955) follows a very similar pattern of diversification as the evolution of life over 3.5 billion years. Since the invention of the first steam engine in 1712, it took about 160 years for the first steam-driven motorcycle to appear (about 62% of the time), and 182 years until the first commercial combustion-engine motorcycles were sold in 1894 (about 75% of the time).

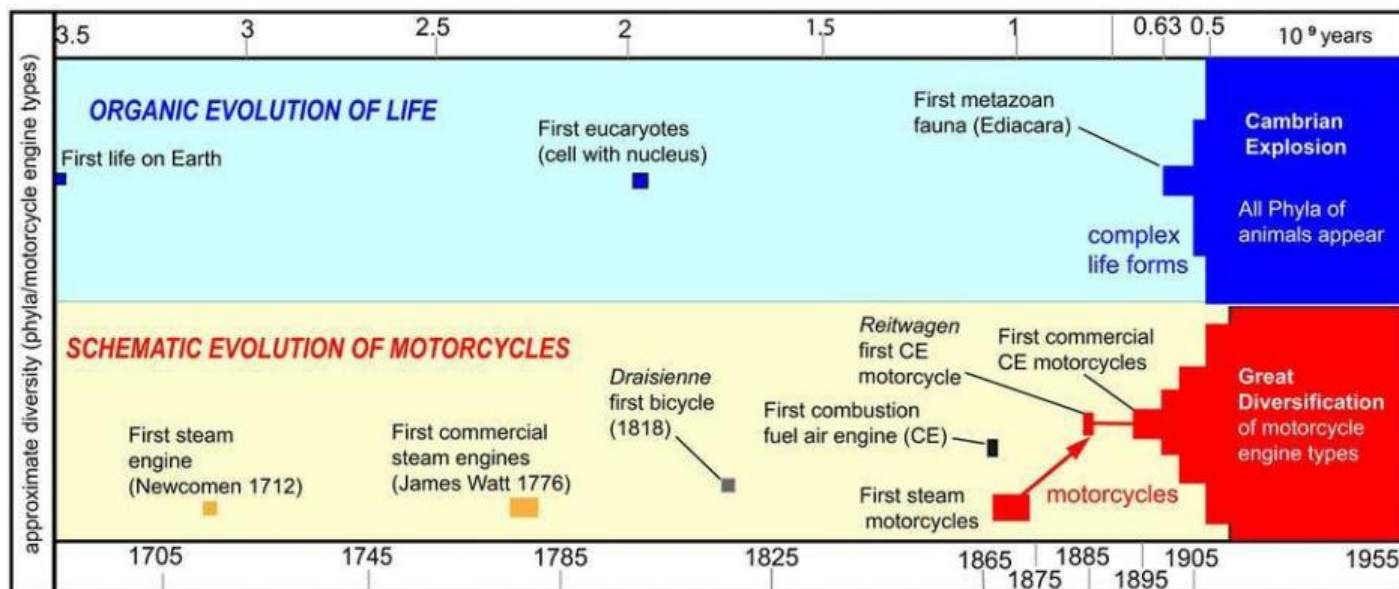
The peak of early motorcycle diversification at around 1908 took place at exactly 80% of the time elapsed, almost exactly at the same time ratio as the Cambrian explosion of life took place since life first appeared on Earth.



I can probably find other comparison tales in the development of aircraft, ships, trains, cars or in any form of technology. But it's a good example of how transdisciplinary knowledge can inform two disparate topics, seemingly not related, but with learning benefits on each side. Something to think about next time you see or ride a motorcycle.



Author John Long on his Moto Guzzi



A comparison showing the long slow development and then sudden diversification of life (top) with a similar pattern for the development of the combustion engine and motorcycle diversification. Uncanny similarity perhaps?

## MIKE HARBAR AND THE ART OF VINTAGE MOTORCYCLES:



English-born Mike Harbar has been a professional freelance illustrator since 1990. He emigrated to Australia in 2000 and has built an international reputation for his illustration of vehicles, which he creates at his Classic Lines Artist studio on the Mornington Peninsula, Victoria. Mike is commissioned by clients all around the world, both private individuals and large company brands, to produce original illustrations and customised prints. One of Mike's recent commissions was to illustrate the four magnificent motorbikes featured in the Vintage Motorcycles stamp issue, released on 4 September 2018. This stamp issue features four

motorcycles that were constructed or conceived in Australia prior to World War II: Kelecom (1904), The Precision (1912), Whiting V4 (1919) and Invincible J.A.P. (1923). The illustrations are based on restored motorcycles from private collections.

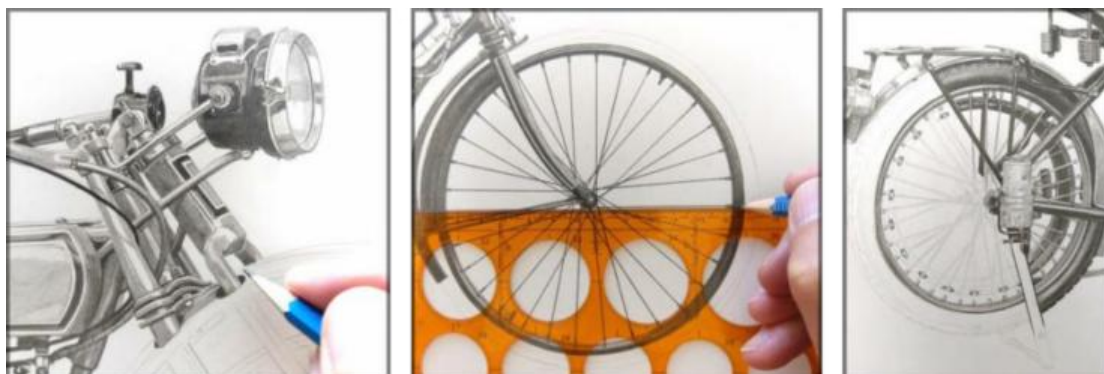


For Mike, there really wasn't a path into drawing – it's just something that he's always done, "since day one". Same with why his passion for drawing led to a specialisation in vehicles of all kind. This was not some kind of conscious or strategic move, but an organic response to an in-built love of vehicles. He wasn't even from a family of mechanics or car collectors; he just drew lots of pictures of cars and bikes in his exercise books at school and found classic 1960s English cars incredibly beautiful to look at.

"What got me hooked is probably the aesthetics," Mike says of his love of vehicles. "The first time I saw an AC Cobra, for example, that my jaw dropped. And my uncle had a European Ford Capri when I was growing up, and I absolutely loved it. He always took me for a ride in it. I've always just loved the whole thematic of cars, bikes and transport," says Mike. While Mike's specialty is transport – cars, motorcycles, motorsport, airplanes and luxury boats – he also enjoys portraiture and landscapes as well as drawing for architecture, technical manuals, patents and product design. In fact, product design is where Mike began. He trained in industrial design and steered towards the technical illustration side of things. It's this technical eye that helps Mike infuse such detail into his work. However, Mike is still keen to impart a painterly quality, rather than striving for photorealism.

"Some illustrators directly copy a photo of a car, including the lighting used in that photograph and the exact setting in which the car sits. But what's the point of that? You've just replicated a photo," says Mike. "Similarly, some people can draw something in such a technical way that it lacks an artistic quality. Sometimes I actually need to simplify something in order to highlight its shape. In fact, sometimes it's what you don't draw that makes the difference," Mike adds.

While Mike isn't going to 'go digital' in terms of his drawing ("Mike, never lose your manual skills," he was once told), he does use digital techniques to tidy up his illustrations (removing any rubber residue or dust etc.) or to customise them into personalised prints (changing the colour or number plate, for example). What does Mike believe are important qualities in a technical illustrator? "You need to understand the different facets of good drawing, such as light and dark, colour and contrast. Drawing is really a form of communication – you are literally showing what's happening to a shape. It's not really a cliché to say, 'a picture paints a thousand words'. You need observation skills – to look and then look again. And of course you need patience," says Mike. "You also need a strong eye for detail and to know where to put the requisite amount of detail and how to break a drawing down into elements. For example, you can't see a tyre tread in detail in a reference photo, but I try and bring out that kind of detail in my illustrations, because I can," adds Mike. Mike's amazing illustrations for the Vintage Motorcycles stamp issue took more than 40 hours to complete, and Mike's artistic process is explained in details in the prestige book that accompanies the stamp issue.





As the book explains, Mike gathered the best-quality high-resolution photographs that he could find and selected a “hero” shot for each bike – the photos taken at the best angles and which would provide four illustrations that would work well as a set of stamps. Mike then used his trusty tools of the trade (think: Staedtler Mars Lumograph lead pencils, a rubber eraser and high-quality Arches 300gsm hot press paper) to produce his incredible drawings.

“I love that these illustrations have been placed on Australia Post stamps. This is the first time I’ve been asked to do a full set of stamps and I feel privileged to have done that,” says Mike. In the prestige book, Mike explains in detail the process used to progress from a simple outline, to something more intricate and then, finally, a complete painted piece.

“Watching the artwork grow is one of the greatest pleasures I get from my work. That’s why I do the ‘work in progress’ shots, because I enjoy watching it being created piece by piece, and then they come together to form an artwork,” says Mike. “Someone once told me that my pictures have got soul to them. When someone enjoys what I’ve created, that makes me happy: happy customer equals happy artist,” says Mike. That’s not to say that this kind of detailed illustration is not without its challenges, such as finding the time to fit in passion projects among the paid commissions and dealing with tricky customers.

“Stamina is a big challenge; to stand up and draw all day. When sitting, you can’t get to the top of the page or move around freely. I need to see the artwork from the top-down, and I dance around the artwork as I draw!” says Mike.

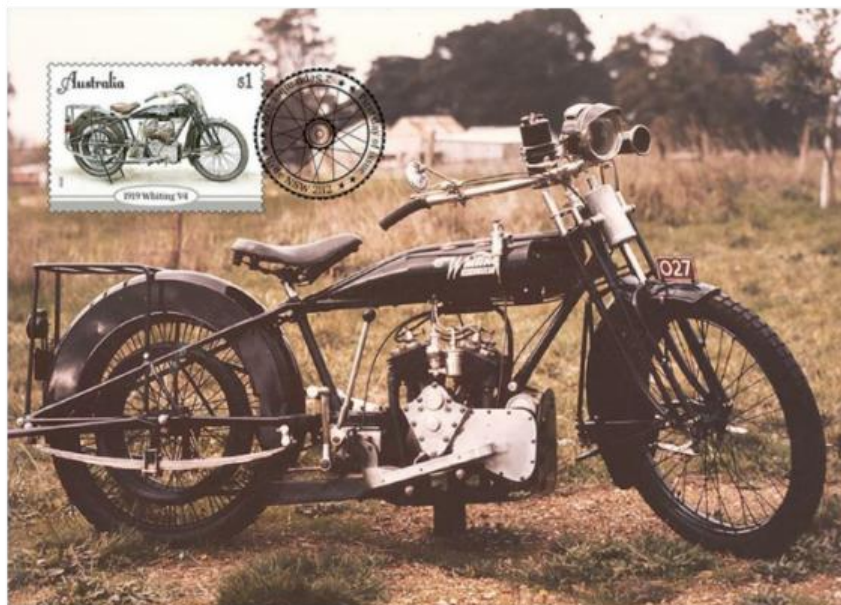
## THE STAMPS



**1904 Kelecom:** James Hill & Sons of 63 Grenfell Street, Adelaide, assembled cycles using Kelecom engines from 1902 to 1904, most of which were sold with the Kelecom name on the tank. The engine was named after Belgian engineer, Paul Kelecom. The 1902 machines used 1¾ or 2¼ hp engines in a BSA bicycle frame set, with the engine mounted on the seat tube. In mid-1903, the engine was mounted in the now conventional position in front of the pedal bracket, with choice of 1¾, 2 ¼, 2 ¾ or 3¼ hp engines. The motorcycle on the stamp dates from 1904.



**1912 The Precision:** Precision engines were manufactured in Birmingham, United Kingdom and exported all over the world. Several Australian firms used Precision engines in their motorcycles, including AG Healing of 354 Little Bourke Street in Melbourne and Adelaide companies Lewis & Bullock and James Hill & Sons. The range of Precision engines included the 2¼ hp two-stroke up to 8 hp V-twin, in frames of their own construction. Most cycles were equipped with the 4¼ hp “Big Four” single-cylinder engine which was widely marketed from 1912 as the Precision Big Four motorcycle. The example on the stamp was originally assembled with a 500cc air-cooled side-valve “Big Four” single-cylinder Precision engine in 1912.



**1919 Whiting V4:** The Whiting V4 motorcycle was conceived in Melbourne in 1912 when engineer Saville Whiting designed and built an innovative spring-frame cycle with semi-elliptic leaf springing on both the front and rear wheels. In 1914 Whiting took his design to England, where he became a partner in a London engineering firm, intending to market his design. In London, Whiting designed an air-cooled V4 engine for the motorcycle. The prototype was built and installed in the original frame and bought back to Australia in 1920. Whiting planned to manufacture his motorcycle at a factory in Richmond, Victoria, but unfortunately this did not eventuate. The cycle on the stamp is a significant piece of Australian motorcycling history, as it's the original motorcycle built by Whiting in London and brought back to Australia in 1920.



**1923 Invincible J.A.P:** The Invincible J.A.P. is perhaps the best known of pre-World War II Australian-constructed motorcycles. Constructed mainly of British parts, the Invincible J.A.P. was built in Melbourne for Turner Bros of Swanston Street by Firth Bros., Richmond. Firth Bros started constructing the Invincible J.A.P. in 1922 when, after losing its Harley Davidson agency, it needed a large motorcycle to compete with American models. For the next five or six years the Invincible J.A.P. sold all over the country to a strongly patriotic marketing campaign that included “It’s all British, built in Australia by Australians!” The Invincible J.A.P. was constructed from a J.A.P. (J.A. Prestwich Industries) engine, a Burman gearbox, Messenger No. 1 saddle, Australian Excelsior/Henderson copy forks and Edwards Brothers saddle tanks. The cycle on the stamp is a standard 6hp 770cc Invincible J.A.P. dating from 1923.



## MOTOR CYCLING AT 113 MILES AN HOUR BY C F TEMPLE 1924

What does it feel like to hurtle round Brooklands Track faster than anyone else has ever done it on two wheels? The rider of the victorious Montgomery-British-Anzani records some impressions of present day "top-notch" racing. Motor cycling at one-hundred-and-thirteen miles an hour is certainly very spectacular to the onlooker, who, as is often said, "sees most of the game." This is particularly so when the machine passes within a few feet of him, as it frequently does when observed from the small grand stand adjoining Vickers' sheds at the fork of Brooklands track. It is then that the terrific speed is realised, and appreciated by the keen spectator. From the rider's point of view, short distance records, in which the highest speeds are attained, are not particularly thrilling or interesting. The real joie de vivre is most keenly felt in a high lapping speed, such as is obtained by the back-markers in a handicap race.

In handicap events, one is faced at the outset with the tough proposition of catching the field; and having achieved this object, of the gratifying but responsible job of steering past them one by one. When this has been successfully accomplished, the most difficult and, to my mind, the most thrilling moments occur. The final "scrap" with the leader of the limit men then takes place. It is then that one crouches closer to the tank and talks to one's pet machine whilst endeavouring to get the final ounce of power from it. If one is lucky, there follows the exhilarating joy of flashing over the line as winner—most probably only by a few yards. During the progress of such a race there is far more to do than merely to sit tight and steer. One must concentrate chiefly on two points. Firstly, there is the running of the engine and the behaviour of the various components, such as the oil indicator, "rev." counter, action of front forks, speedometer, and condition of the front tyre—the latter being a very important factor on a single track machine, as I have before now discovered to my cost. Secondly, one must give lively thought to the track, where and when to leave and pick up the bankings, having due regard to the disposition of the other competitors, combined with a judicious selection of the best course over the bad sections.

**Safety In Speed:** Obviously some remarkable quick thinking is often necessary in this connection. When one considers the speed at which the ground is covered, at times approximating to 175 feet per second, one can appreciate that it would probably be a fatal error to under estimate even minor necessities. The very rare occurrence of spills goes to prove that, generally speaking, high speed racing men have full control of their faculties, and are capable of using them to the best advantage with lightning-like rapidity. Happily, as I have said, spills, and especially fatal ones, are very rare at Brooklands. I myself am firmly convinced of the fact that there is less danger of injury in being thrown from a machine at high speed than at a moderate speed of, say, seventy miles an hour. This may sound very paradoxical, but statistics, coupled with the opinion of the medical officer of the track, seem to justify my opinion. It has been my misfortune to be forcibly removed from my machine on three occasions, at eighty, ninety and one-hundred-and-five miles an hour, the latter two spills occurring within half an hour of each other. Needless to say at the time no comparisons were made, but I have since arrived at the following conclusion:—At eighty miles an hour the machine was not rideable, nor the rider inclined to ride again, being somewhat "cut up" about the matter in more ways than one. On the occasion of the "double event," however, the machine was ridden back to the paddock, and after being treated for gravel (or concrete) rash, I was able to drive home, though certainly I had had enough for one day. It is interesting to note that each of these three spills were caused by front tyres bursting, which accounts for earlier traces of anxiety in this article in respect of front tyres.

Referring to short distance record attempts, there are two phenomena which impress themselves on my mind. The first being the long time it seems to take to cover such a small distance as a kilometre, whilst to the spectator it is a case of "Here he comes!" "There he goes!" "It's all over" and "Has he done it?" Secondly, whilst travelling along the railway straight and after striking a bump the machine feels as though it is suspended in the air, and quite stationary for a fraction of a second, until the back wheel makes contact and is driving again. So that really, to the rider, the whole distance seems to be a series of jumps, with intermittent stationary patches.

**The Vital Test:** There is no doubt that the lapping speed is of the most importance, as a test for an engine, both from the designer's point of view and that of the man in the street, to whom the lapping engine is finally delivered with modifications, as a standard product, this being the ultimate aim of all designers. With the engine I naturally include components. This being a period of high efficiency and high revving engines, transmitting enormous power, tyres are also called upon to resist tremendous strains and wear, and it is essential that they should be of perfect design and the highest quality. It may, in fact, be said that by far the highest percentage of races and reliability trials are won or lost on the degree of tyre efficiency.

In view of the recent controversy respecting the new silencing regulations which are being enforced at Brooklands, a few remarks on their effect on engines and speeds may not be out of place. It is generally agreed that to fit a silencer to an engine that has been designed to run with an open exhaust, is bound to be detrimental to the speed results obtained, because the free flow of exhaust gas is impeded, and again, through having to force an additional face area through the air, resistance of which absorbs a certain amount of horse-power. In view of the new restrictions I am convinced that as a record breaking track, Brooklands will be severely handicapped, particularly for short distance records. It is quite obvious that if a record can be put up at Brooklands under the present silencer regulations, the same machine can produce a better result on the Continent, where straight roads, superior surfaces and no restrictions exist.

In my opinion motor cycle speeds will continue to advance. They are controlled by (1) contact surface, (2) tyres (lighter tyres will be required for higher speeds), (3) streamlining. In the case of any motor cycle, streamlining is a difficult proposition, but it has not yet been seriously tackled.

New types of engines will doubtless be evolved in the near future, and speeds of 150 miles an hour will, I believe, be attained at no very distant date.

# MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for maximum of 3 issues. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to [benner@iinet.net.au](mailto:benner@iinet.net.au)*

## FOR SALE:

**1974 T150 TRIUMPH** good all round condition some spares to go with it. \$13,000 on o club licensed Mike Ph 95275806

**1937 PANTHER M100** 600cc) Sloper Very complete with correct year parts. Shaun Meaney 0417 837 759 Price \$7000.00

**VELOCETTE LE restoration or parts:**  
Rita Zuks Mob: 0418 921 674



## Relisted:

**BSA 1938 M23 EMPIRE STAR** Project. This Bike is Not Complete but not really missing that much either, there is 2 oil tanks, to suit high or low level exhaust, frame is mint, as are the forks, new Indian fuel tank and new vintage steel mudguards. Original manual and hand book. Motor not complete, no clutch. \$5000. Please text or call Leon 0406609051

**1972 CB750 K-2** Lovely bike to ride and admire. Listed at \$15.5K and welcome any test. Lots of spares and the bike is in top condition. Frank 0863643838

**YAMAHA FJ1100** 1985 full lic, w/complete spare bike \$1100 firm Ian 94936912 0412163999

## Expiring:

**1970 BMW R75/5** Original tool box and tyre pump. Near new tyres and battery VGC, con lic to Dec \$7500 Located Albany Jim 0418200992

**1984 BMW R65** in excellent original condition. Club registered \$5700 Manfred 0407 009 283 Albany



## WANTED:

**REAR FLIP-UP SECTION FOR REAR MUDGUARD & KICK STARTER PEDAL** – 1942 WLA Harley Davidson – Jeff Sieber 0456057239

## Relisted

**WANTED TO BUY IN ANY CONDITION.** Small steel fuel tank (approx 2 1/2 gal), that was factory fitted to 1950-1952 competition AJS/Matchless - 350/500cc CS singles. Is your call is not answered due to my Shiftwork, please forward a text and I will get back to you. Phone 0408762430 - Craig

**BMW K75 BADGE/EMBLEM,** Anthracite (grey) K75 badge for rear of seat cowlings Barry, member 148. Ph 0439091447. Email: [b.a.lambert@bigpond.com](mailto:b.a.lambert@bigpond.com)

## Expiring:

**BAKER SADDLE FUEL TANK** suit the BAKER m/c I am restoring .A late 1920 ,30 would suit . The BAKER is a two stroke Villiers motor with oil tank under the seat .Any leads on a tank or you may have one, contact Jim 0418200992

**BSA A65 BARREL TO SUIT 1970 TO 1972 MODELS.** Identifiable by the cutaways on the lower barrel fin for access to stud nuts. Earlier models do not have this and will not fit the late models. Any engine bits for these models would be good. A Hi tone Clearhooter horn and Amber Lucas reflectors as fitted to 1970 R3, Trident, Bonnie and Lightning are on the wish list also. Mike Hesford [mikehesford@westnet.com.au](mailto:mikehesford@westnet.com.au) 0428881018

## SERVICES:

### WHITE METALLING SERVICE:

Also, any small machining, welding jobs, or re boring and resleeving. North of the River. Don Price 9304 3807

## Expiring:

### SMALL ENGINEERING JOBS:

undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333.

--O--

A bloke and his missus are on a camping trip in the US and make friends with a small skunk. On departure, the husband says, "I reckon he's great, and we must take him home with us to Rossmoyne." His wife replies, "Don't be crazy, it's against the law!" The husband persists, and his wife finally caves in. The husband says, "But where should we hide him?" His wife says, "Put him down your shorts, tucked inside your undies!" "But what about the smell?" "I know" she says, "but if he dies, he dies!"







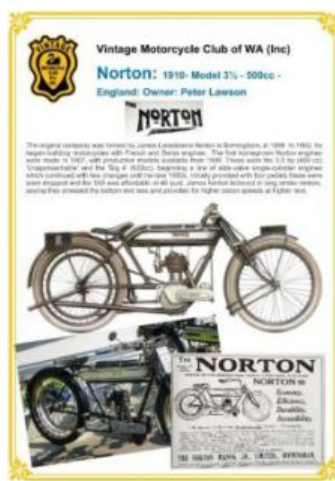
## VINTAGE MOTORCYCLE SHOW & SWAP MEET

**TIME IS RUNNING OUT - PLEASE ACT EARLY & REGISTER YOUR BIKE NOW FOR THE CLUB DISPLAY, TO RESERVE A POSITION & TO GET A FREE DISPLAY BOARD FOR YOUR MACHINE, PLUS FREE ENTRY TO THE SWAP MEET AND ELIGIBILITY FOR PRIZES.**

In over 3 months of asking we have had 38 members out of 600+ register for the display. This is disappointing. The Motorcycle display & Swap Meet is the Club's most significant event of the year and a major fund raiser for the Club. We want the display to actively promote the Club. If you want services out of the Club then you need to make an effort and put in as well.

We are asking members willing to display a motorcycle or motorcycles at the Show/Swap Meet to register *asap* with Murray Barnard either by email ([web@vmccwa.com](mailto:web@vmccwa.com)) or by phone (0434215665) advising machine details which can be prepared and printed for an individualised display board. **Entry to the Show is free to members registered for the display.** All other members will need to pay to get in. **Only registered members will be eligible for awards and prizes.** The display board will be laminated and mounted. As preparation of the display boards will take time we are asking for members wishing to display their machine/s to advise the following details at a minimum, as soon as possible: *Machine Marque, Model Name or number, Date of Manufacture, Cubic Capacity, Country of Manufacture, Owner's Name (optional – please advise).*

If you can supply any interesting technical facts about the machine or it's general production history all the better. If you have any photos you would like on the board, please supply some samples. A form to use to register is in this Chatter, otherwise just call or email Murray at [web@vmccwa.com](mailto:web@vmccwa.com). Please get behind this initiative as we want all machines on display to have an information board. We may even print a special publication using these club machine display boards and photos if we get enough of them and the demand is there for a commemorative edition. Registering is obligation free, your registration is an indication of intent to attend the display. If you leave it too late to register then chances are there will be not enough time to prepare a board.



Sample Display Boards above. The actual display boards which will be produced in A3, laminated and mounted free for Club Members who register their machines for the display well in advance, as requested. We need your assistance to register early as you can imagine there is a lot of work to be done in making these display boards. Plus get in early & you can keep it after the Show if you want. More examples at <http://vmccwa.com/vintageshow/vintage-motorcycle-display/>

**Note:** We are also interested in running machines at times during the duration of the Swap Meet and there will be a reasonable length sealed circuit on which machines can be ridden and displayed in motion. So I would appreciate advice from anyone displaying a machine as to whether they are also willing to start and/or ride their machine. A roster can be prepared for this purpose. *This will only happen if we have the numbers for the event and volunteers to help organise it.*

The Vintage Motorcycle Display and Swap Meet  
Organised by the Vintage Motorcycle Club of Western Australia (Inc)  
**Incorporating Vintage Motorcycle Display and the Annual Swap Meet**  
**24 March 2019**



## Club Display – Registration Form

Please use this form (or email Murray at [ildottore@iinet.net.au](mailto:ildottore@iinet.net.au)) to reserve space for your bike/s at the Club Display, which will be held at the Cannington Showgrounds. Registering your bike/s in advance helps the display organiser – Barry O’Byrne – to plan the display but also entitles you to a laminated A3 information board, customised to show the information you provide, at no cost and also free entry to the Swap Meet. Information is required well in advance to provide time for the display panels to be produced. A cut-off date will be advised closer to the event at which stage no more entries can be accommodated. After the display you may keep the information panels for future events. The Committee wishes all machines on display to have a club produced information board in an endeavour to improve the utility of the display for members of the public and also to promote the Club.

Please complete as appropriate for the machine you wish to display:

Item	Detail
Motorcycle Make	
Model Name or Number	
Capacity (cc)	
Date of manufacture	
Country of manufacture	
Owner’s name (optional)	

Brief machine history (if known)
----------------------------------

Email photo/s if desired

Please return form/s as soon as possible to either Richard Argus or Murray Barnard (Ph 0434215665).  
Alternatively email to [web@vmccwa.com](mailto:web@vmccwa.com)

**LIVE DISPLAY:** Please indicate interest and willingness to either: a. start your machine outside the display hall at an allocated time (perhaps on the hour) and/or b. ride the machine around a sealed road circuit within the showgrounds for a few laps (again on the hour). You can participate in more than one session, up to you. Live display is intended to add sound and motion to an otherwise static display, provide photo opportunities and attract public attention

I am prepared to participate in the live display as proposed

☐

I am not prepared to participate in the live display as proposed

☐









# VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES  
MORE THAN 25 YEARS OF AGE

APR-MAY 2019





# CLUB COMMITTEE & OFFICIALS

**CLUB PATRON:** Rex Edmondson

## CLUB EXECUTIVE

**Chair:** Trevor Stephenson – 0402027946  
membership@vmccwa.com

**Deputy Chair:** Barry O'Byrne – 0418936254  
barryobyne2007@yahoo.com.au

**Secretary:** Nic Montagu – 0427171702 secretary@vmccwa.com

**Treasurer:** Jim Douglas - 94016763 treasurer@vmccwa.com

**Communications:** Murray Barnard – 0434215665  
ildottore@iinet.net.au

## General Committee Members

Paul Peghini – 0419914303 paul.fastrak@bigpond.com

Les Vogiatzakis – 0488915103 les@dgas.com.au

Richard Argus - 0418 934 550 rargus@bigpond.com

Stephen Hills – 0413678604 steve.mag@icloud.com

## WEB & PUBLISHING TEAM

**Webmaster & Chatter Editor:** Murray Barnard – 0434215665  
ildottore@iinet.net.au

**Assistant Editor:** Peter Bennett – 49 Moorings Loop, Sunset Bch,  
6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

## TECHNICAL OFFICERS

**CMC Rep:** John Moorehead – 93326104

**Registrar:** Lat Fuller (registrar@vmccwa.com) 0468 310 215

**1st Time Examiner and Concessional Licences:** Phil Skinner  
94934272 (philskinner741@bigpond.com)

**Dating Officer: Pre 1931:** Michael Rock – 0437999009  
(michael.rock@iinet.net.au)

**Dating Officer: 1931-Pre 1970:** Maurice Glasson – 0410000617  
(mvg50@bigpond.com)

**Dating Officer: 1970 on:** Les Vogiatzakis – 0488915103  
les@dgas.com.au

**Machine appraisal:** transferring a fully licensed machine to 404  
contact any of the following officials to arrange a suitable time and  
place for machine eligibility inspections:

Roger Bowen – Baldivis – 0438945403

Keith Weller – Bushmead – 92742476

Greg Eastwood – Coolbinia – 0438041072

Jim Douglas – Kallaroo – 94016763

Maurice Glasson – Mandurah – 0410000617

Colin Brazil – Warwick – 0437607067

Bill Morrell – Albany – 98444081

Les Vogiatzakis – Dianella - 0488915103

## OFFICIALS

**Membership Secretary:** Trevor Stephenson – 0402027946  
membership@vmccwa.com, assisted by: Mike Blake

**Welfare Officer:** Adrian White 0438335563  
sheryl\_w1@bigpond.com

**Spares Store:** Keith Weller – 92742476 & Chas Bayley

**Librarian:** Ken Vincent – 92932093 & Gary Tenardi

**Tech Library:** Mike Williams – 0416041028

**Club Regalia:** Andrew Hobday – 0411358428

**Club Trailer:** see Unit Caretaker

**Trophies:** vacant

**Scrutineers:** Owen Page, John Moorehead, Rex Edmondson

**Meeting Registrar/Raffles:** John Laurance

**Hall Monitor:** Paul Peghini

**Unit Caretaker/Property:** Andrew Hobday – 0411358428

**Event Backup:** John Mills 0421738853 or Eric Gibbons 94961508  
(when available)

**Wattle Grove Clubrooms Caretaker:** call if access to Clubrooms  
is required for your event Ph. 94532728

**CHAIR PRE-31 SECTION:** Ian Brashaw – 0437640437

**Secretary Pre-31:** Art Woldan – 93303264

**Treasurer:** Graham Coole – 94572557 (fees payable to BSB  
016358 Acc 481977532)

**CLASSIC SECTION:** Coordinator - Jim Douglas 94016763

**POST 70 SECTION CHAIR and Events Organiser:** Steve Hills  
– 0413678604 steve.mag@icloud.com

**Treasurer:** Chris Davis – chris.davis1@iinet.net.au (fees payable  
to BSB 306133 Acc 0260192)

Facebook page: facebook.com/groups/vmccwapost70

**ALBANY SECTION CHAIR:** Paul Armstrong – 0417051378  
(patnpaul@omninet.net.au)

**Albany Section Secretary:** Roger Bittner – 98446524  
(rokebit@gmail.com)

**Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733**

**Club Postal Address:** PO Box 3079 Bassendean DC 6942

**Website:** www.vmccwa.com

**Facebook:** facebook.com/groups/vmccwa

(to view and post, you need to register on Facebook first and then  
message web admin to gain access)

**Contributions:** We welcome contributions from Club members.  
Run reports, trips, general interest items or motorcycle related  
information appreciated. Submission of pictures either by email or  
in posting to club Facebook pages is taken as permission to publish  
in the Chatter or on the Oily Rag. Please send any contributions to  
web@vmccwa.com. Cut-off is for submissions is no later than 5pm  
on the 12th of each month.

**BASIC VMCCWA PRINCIPLES:** The Club exists for ALL  
members. In engaging with members, approved events will be  
advised in advance to all members. The Club values the privilege of  
404 concessional licenses. To protect this privilege the Club will  
always advise the legal requirements and DoT expectations to  
members. Compliance is an individual's responsibility. Your  
privacy is paramount, you should only ever receive Club authorised  
bulk emails through the club website/web administrator. As in any  
club membership, you get out of the club what you put in.  
Supporting the club events is the main thing, but also volunteering  
your time to help ensure that events are successful. This is valuable  
to your club and can be very rewarding for yourself.

**THE VINTAGE CHATTER** is the official newsletter of the  
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**COVERS:** Roley TT by Murray Barnard



# Coming Events



For the latest event details always look online at the Events Calendar: <http://vmccwa.com>

**Monthly Club Meeting:** First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

**Pre-31 Section:** Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

**Post 70'S Section:** Meeting 3rd Monday of each month. 7.30pm at the Mayfair Lane 72 Outram Street West Perth

**Albany Section** – 1st Thursday of the month 7.30pm sharp. Little Grove Chalet Assoc', Little Grove Albany.

**Parts Store:** Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

## APPROVED CLUB EVENTS – 2019

**24 MARCH - VINTAGE MOTORCYCLE SHOW & SWAP MEET :** See swap details on the [Club Motorcycle Show and Swap Meet](#) page. The Vintage Motorcycle Show will be held at Cannington Agricultural Showgrounds (corner of Albany Highway and Station Street Cannington).

**6/7 APRIL - ROARING 20s: FOR PRE31 MACHINES ONLY** - The run starts and finishes at Boyanup with a overnight stop at Nannup. Book your own accommodation at hotel a.s.a.p! Limited rooms mention VMCCWA Ph Nannup hotel 9756 1080. Entry form on reverse of mailing slip. Note: This run is on the same weekend as a car rally, so please book your accommodation asap as the place may run out of rooms. Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)

**28 APRIL – GINGIN RUN:** Meet at Whiteman Park at 0900 for a ride to GinGin for lunch. We will be leaving at 0930 and take the first phase of the ride through the northern suburbs to Two Rocks for coffee and/or breakfast. Cafe at Two Rocks is good value for money and you can sit and enjoy the sea view while tucking into good food. Then on to another cafe just off the Gingin Brook road. This cafe we have not been to before and it is fairly remote but does have a mini golf course. Then on to Gingin for lunch. The return route will be different. This is likely to be a fairly lengthy ride with plenty of breaks for coffee and toilets. A good chance to get out there and blow out the cobwebs on roads which are not too busy. For those who would like trailer parking they have plenty of space available at Whiteman Park. If anyone can provide backup please contact the organisers: Colin Brazil 9447 0216 or Jim Douglas 9401 6763. Hope to see you there.

**5 MAY - CAFÉ HOP:** eligible bikes, but no backup trailer is envisaged. If you would like to provide the backup, please contact the ride organiser. Our annual event to get your caffeine fix. We start at Hillarys Marina, at the Western end of the North Mole. From there the ride takes us North hugging the coast for a few Km's until we hit Marmion Ave where we again go North turning off for our next stop at Yanchep beach Cafe. More Coffee. We then head inland a bit & pick up Old Yanchep road this time heading (roughly) South. We skirt the Barbagallo racetrack & come out at Banksia Grove where we head towards Wanneroo Rd. Just over the traffic lights the ride finishes at leapfrogs Cafe (in the Drovers Market complex). Ride is approx. 75km. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**18 MAY – ARTHUR GRADY:** Maritime Museum Fremantle. Put this date in your diary. The Arthur Grady day is to commemorate the great achievement of a Fremantle bicycle maker who become the first person to ride a motorcycle around Australia. The Arthur Grady celebrations will



still happen this year at the Maritime Museum, Victoria Quay, Fremantle. We are expecting the Arthur Grady replica bike to be on display and would like as many members as possible to bring a bike to the display. The older, pre-31 bikes will take pride of place, just outside the entrance to the museum and the less old bikes on the long platform just in front of the museum. There will be limited trailer parking for the older bikes but book with Jim before the event. He should be able to find you a space. There will be a charity sausage sizzle organised by the old cars and hot-rods who will be in the car park in front of the museum. Other motorcycle clubs with 25+ year old bikes have also been invited. There are plenty of facilities for coffee/tea, food etc in the area. There are the E Markets and B sheds and the Maritime Museum has a small café. Bikes will be on display from 10:00 until 12:30 but would ask that members try to be at the event before 09:00. We will try and have a ride around the shed area as part of the celebrations at the end of the event. The public are fascinated when they see old bikes being ridden not just on static display. So, if possible we should give them something to remember and photograph. Please bring cardboard to absorb oil if your old bike is not oil tight. See you there. Contact: Jim Douglas, 94106763, [treasurer@vmccwa.com](mailto:treasurer@vmccwa.com)

**19 MAY – GINGIN BRITISH CAR DISPLAY:** This event has always had wide appeal. Certainly the cars are the stars but there's lots of other attractions to keep someone not interested in the cars occupied - craft stalls, art displays, model boats on the lake, food vans and the pub. There's a bit of history around too. Now the Busselton Two Day has reverted to a more traditional date we're able and very welcome to display our bikes. We've been offered the hard standing alongside the road in front of the newly restored railway station, opposite the hotel. There's plenty of room for our gazebo. Meet at Ginger's Roadhouse, Great Northern Highway, Upper Swan at 7.30 am for an 8 am start. Those living on the coast may wish to go direct to Gin Gin. Just follow Wanneroo Rd then turn right at GinGin Brook Rd, left at Brand Hwy then immediately right into GinGin. Adrian White, 0438335563

**9 JUNE - PRE31 FOUNDATION DAY RIDE & DISPLAY:** This event, to celebrate the foundation of the Pre-31 Section, is open to all Club-eligible 'bikes, but please bring your oldest. It will be again based at Whiteman Park, with a ride, followed by a display & sausage-sizzle. The route has returned to the traditional format as last years proved a bit difficult for the Veterans. The gathering point is as before, adjacent to the Museum & the fee is a modest \$5 to cover your bun & the back-up, any short-fall being covered by the Pre-31 Section. Ride starts at 10 am, but 'bikes can be on display before the run. Contact: TBA

**7 JULY - MIDLAND WORKSHOPS:** The annual joint display between the Machineries Club & VMCC WA is on again. This is a display at the side of Block 3, Centennial Place, Midland, from 10 am, with a sausage sizzle for &5.00 a head. We will be directed to the newly resurfaced area south of Block 3, (not into the end of the block as before). All club-eligible 'bikes are welcome, although bringing your oldest would be appreciated. Our hosts will, as usual, be firing up some of their bigger (as well as the little) engines. Contact: Dave Weeks, 0439991584, [David.weeks1@bigpond.com](mailto:David.weeks1@bigpond.com)

**14 JULY - GIRDER FORK RUN:** Roger and Roxanne Bowen are hosting this event at 9 Dove Retreat Baldvis. 60 kms of flat country. Stopping at Mundijong Servo Car Park to regroup. Suited to older bikes but all welcome. Trailer parking available opposite Vals (45 Chandler Ramble.) Coffee and tea available from 8.30am start ride at 9.30am. Hope to see you all there. Contact: Roger Bowen 043845403, [bowenswa@bigpond.com](mailto:bowenswa@bigpond.com)

**28 JULY – GOLD STAR RUN:** This event is to celebrate the anniversary of the start of manufacture of the BSA Gold Star & is open to all Club-eligible bikes. As the run is on straight long roads, it is more suited to 50's-on 'bikes, but all are welcome. The route is similar to last year's but starting at KFC's car park (Mundaring) & goes via The Lakes to York (where we have a half-hour coffee break) then through Spencer's Brook to Toodyay for lunch. The return is back down Toodyay Road, turning off for Chidlow & back to the KFC car park. The start will be at 10 am, with 30 mins for coffee at York & about an hour for lunch in Toodyay, with the back-up leaving at 1.30/2.00 pm. Fine weather has been ordered & the back-up fee is the usual pittance at \$3.00. To find the start, head east on Great Eastern Highway, left at lights in Mundaring & next left into KFC's car park, left again. Contact: Dave Weeks, 0439991584, [David.weeks1@bigpond.com](mailto:David.weeks1@bigpond.com)

**4 AUGUST – MEET & GREET NEW MEMBERS:** All members (and especially new members over the last 12 months) are invited to a BBQ and drinks (which will be provided) at the Club Unit in Maddington. This is a President's event. Address is Unit 4/4 Malcolm Rd Maddington. Start time 10am. Contact: Trevor Stephenson, 0402027946, [membership@vmccwa.com](mailto:membership@vmccwa.com)

**25 AUGUST – KEITH'S BBQ:** Keith is hosting a social event at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Guest speaker to be advised. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller, 92742476

**31 AUGUST & 1 SEPTEMBER - DAY BEFORE BEVERLEY & BEVERLEY RE-ENACTMENT (PRE31 MACHINES ONLY):** Those who are participating in the Beverley Re-enactment Run on Sunday and wish to ride up to Beverley and stay overnight, are invited to meet at 1.30 pm at Karragullen Servo on the Saturday. Back up will be provided and overnight bags can go in back up vehicle. We will ride from Karragullen to Westdale Road intersection and turn left toward Beverley. Sunday, the ride departs from the Beverley Hotel on the Toodyay Road towards Northam. Turning left onto Clackline Road, head towards Great Eastern Highway, then along the Highway to Coates Road travelling through at Bakers Hill to Government Road at Wooroloo. Onto the Old Northam Road to Chidlow and then onto Elliot Road. This connects to Riley Road and turning left into Stoneville leading to the Mundaring Hotel. There are fees of \$20.00 that includes an Award Bar. Back-up provided. You need to book accommodation, either: Beverley Hotel 96461190 or Freemasons Tavern 96461094. Contact: TBA

**13 SEPTEMBER – FRIDAY NITE RUN:** Come and join us for a fun run in the dark. Leaving from "The Mayfair Lane" pub in West Perth at 7.30. (meet from about 7pm.) The route will go through Kings Park and follow the river through Crawley, Dalkeith, Claremont & Mosman Bay, arriving at our destination of a curry house in Freo. Please note that you must have working lights on your bike & there is NO backup vehicle provided. If a breakdown occurs, we will deal with it then. There is no charge, so just come along for the ride & enjoy the lights over the river. Refreshments available at the start & finish. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**15 SEPTEMBER – CHITTERING RUN:** The run starts at COVS (formerly Coventry's) corner of Roe Highway and Morrison Rd. Midvale. Turn into Orchard Ave 8.30 am for a 9.00 am start. Rest stop at Golden Grove Orange Farm for bladder break, food available and try their juice. Ride ends back at COVS car park, plenty of room for trailers. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**29 SEPTEMBER – DGR:** See DGR website to register for the ride. Contact: Steve Hills 0413678604 [steve.mag@icoud.com](mailto:steve.mag@icoud.com)

**5 - 6 OCTOBER - BUSSELTON 2 DAY RALLY:** closing date for entries is the Friday before. Entry Fee: \$20.00, make cheques payable to VMCC of WA. GROUPS: Veteran, Vintage, Post Vintage – Short Course: 40 TO 60 KPH: Groups: Vintage, Post Vintage – Long Course - 60 TO 75 KPH. **Conditions:** Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g.



GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. **Note:** Help needed - if you can help with this event please let Barry O'Byrne know asap. Entry form enclosed with this Chatter. Contact: Barry O'Byrne, 0418936254, [barryobyrne2007@yahoo.com.au](mailto:barryobyrne2007@yahoo.com.au)

**20 OCTOBER – WA TT:** TBA - organiser required

**3 NOVEMBER – DAM EARLY RUN:** Starts at 104 Astley St Gosnells, assemble at 8am for 8.30am start. A pleasant run in the hills visiting some of Perth's dams. The run is about 80kms and takes about 2 hours. Entry fee is \$3 for back-up plus \$5 which covers breakfast of sausages, beans and hash browns with toast, tea and coffee. Contact: Chas Bayley, 94903345, [chasbayley@hotmail.com](mailto:chasbayley@hotmail.com)



**8 – 11 NOVEMBER GYPSY TOUR:** The *Gypsy Tour* is on again for 2019 and by popular demand is returning to Denmark. The tour will be coordinated with the Albany Section to have a joint activity and BBQ on the Sunday. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. Gypsy Tours were popular in the 20s and 30s and described a camping run where people came from many directions to attend – hence the name Gypsy Tour. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section followed by a BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. The Albany Section has generously offered to provide BBQ supplies for the visitors from the Perth Club. Backup will be provided for the Saturday and Sunday runs. Accommodation for this Tour can be booked at Denmark, the Rivermouth Caravan Park being central, or anywhere you like in the region of Denmark. Book a chalet, caravan or tent site. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring



your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. No sweat. Please note the details of the tour. Write the dates down now. Contact: Murray Barnard & Albany Section, 0434215665, [web@vmccwa.com](mailto:web@vmccwa.com)

**24 NOVEMBER – XMAS BBQ:** Contact: Trevor Stephenson, 0402027946, [membership@vmccwa.com](mailto:membership@vmccwa.com)

**1 DECEMBER – PETER GROUCOTT MEMORIAL RUN:** Leaving from Serpentine Tractor Museum, Wellard Street, Serpentine. Meet from 8.00 am, leaving 9.30 am, stopping Pt. Kennedy for fuel /coffee. Approx. 80 kms. Plenty of parking for trailers. Contact: Roger Bowen 043845403, [bowenswa@bigpond.com](mailto:bowenswa@bigpond.com)

**1 DECEMBER – JOONDALUP TOY RUN:** Check Bike's Unlimited website for details

**7 DECEMBER – ALBANY SALVATION ARMY CHARITY RUN:** Organised by Albany Section of the VMCCWA, Contact Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au)



**7 DECEMBER - KALGOORLIE TOY RUN & ORA BANDA RIDE:** This event is run on the first Saturday in December. It is organised by the Ulysses Club, and all toys and funds raised go to the Salvation Army, which they then distribute to needy families for Christmas. A group of friends including club member Mario Cudini have been joining me in this event since 2002; it is now a tradition – one rider flies over from Victoria. We have had up to 10 old bikes in our group. After the 20 minute circuit through the main streets between Boulder and Kalgoorlie, our group ride out to the Broad Arrow Tavern for a "Broadie Burger". This year the run will extend to the historic Ora Banda Tavern (now a fully sealed road); round trip distance of 128 km. The toy run is well supported and averages 250 riders. Anyone interested in enjoying good weather, little traffic and flat roads, you are most welcome; please contact me. Contact: Richard Argus, 0418934550, [rargus@bigpond.com](mailto:rargus@bigpond.com)

**26 DECEMBER – BOXING DAY BREAKFAST:** As usual, a social gathering and an excuse for a ride, and a self-catering BYO breakfast that means you bring your own eggs and bacon etc, there are two good BBQ's at the rose garden on the North side of Mundaring Weir. You are invited to attend on your bike, or if under the weather, let the family bring you in the car, gathering at the Weir about 7.00 to 7.30, and it's usually all over by 10.30-11.00. It's all informal, no entry fee or fixed time table, and but due to the annual interest shown, you are invited to be there! Contact: Ken Vincent, 92932093, [bognorridge@yahoo.co.uk](mailto:bognorridge@yahoo.co.uk)





**NEW MEMBER APPLICATIONS:** If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice in the Chatter:

Ian Moores, Patrick McMahon, Richard Ainsworth, Stephen Cable, Bryce Mitchell, Lloyd Redstone & Raymond Seddon

**VALE LES HELFGOTT:** On the 21st January 2019 Les Helfgott died after a short illness. Loving and devoted husband of Marie and father of Noreen, Dorothy and Peter, Les will be sadly missed by his many friends and neighbours and a bunch of wild birds Les hand fed in his backyard. He also leaves behind his treasured A10 BSA and old 750 Indian. The last photo shown at Les' crowded funeral pictured him riding away on his beloved BSA – *Gary Tait*

**PASSING PARADE – BOB TRIGG:** Many of our members would remember the excitement surrounding the release of the Norton Commando. Radical styling which polarised opinions among usually conservative motor cyclists but more importantly, the engine vibration killing Isolastic mounting system which was fiddly to set up, especially in early examples, but banished the vibration inherent in parallel twins. The result was a fine handling and smooth machine, with the original Fast Back model attracting strong money today. Bob Trigg designed the bike and was instrumental in its continued development until production finished in 1975. His legacy lives on with increasing numbers of carefully restored Commandoes emerging at classic bike events. Sad to report Bob, aged 81 has died. Our condolences to his family. *Adrian White*

**JACK CUNNINGHAM - OUR SYMPATHY:** The Club wishes to express our deepest sympathy to Jack Cunningham whose wife of over 60 years, Romona, passed away recently. Please accept our sincere sympathy for your loss.

#### **PRECIS MINUTES OF VMCCWA MANAGEMENT COMMITTEE MEETING – 9 JANUARY 2019**

The following matters were considered:

1. Backup fees – review of cost & fees – proposal published in Fe/Mar Chatter
2. Hi-vis vests – all members to be encouraged to wear
3. Renewal of membership is member's responsibility – reminders have been published for 5 months in Chatter & in emails to members
4. Audit report has been received and will be published online
5. Concern expressed that monthly reports not being received from officials, matter to be raised with them
6. 404 plates to be sourced and made available through Registrar and Parts Store
7. New laptop and printer approved for purchase for library database and administration

#### **MINUTES OF THE VMCCWA MONTHLY MEETING: FEBRUARY 2019**

Held at Wattle Grove commencing at 7.59pm

CHAIRMAN: Trevor Stephenson, SECRETARY: Nic Montagu, TREASURER: Jim Douglas

MEMBERS ATTENDING: 79, VISITORS: 0, APOLOGIES: Rob Rowe

MICROPHONE USHER: Mario Cudini

MINUTES OF PREVIOUS MEETING: Murray Barnard, Paul Peghini

NEW MEMBERS: Andrew Stumpf, Graham Keary, Danny De Jong, Paul Dixon, Keng Song Goh

**AWARDS:** Mike Blake was presented an award for his assistance and overall doing a fantastic job at short notice in handling the membership secretary responsibilities.

Art Walden for being an outstanding member and responsibilities as the Pre 31 Secretary.

**PRESENTATION:** Old Iron display boards displayed to show members examples of the motorcycles that will be on display.

**PRESENTATIONS REPORT:** Welcome and I hope you enjoyed the BBQ. Membership renewals have finished for the year. During the Roleystone TT, member Don Price was knocked off his motorcycle by a vehicle. Our best wishes are sent to him and his family. Richard Argus suggested that the VMCCWA gift the individual that assisted (Richard from Frasers), the committee will decide on an appropriate gift. I have 3 motorcycles to take to the Old Iron swap meet and display. We have over 100 bikes making this a bumper event.

**CORRESPONDENCE:** n/a

**TREASURERS REPORT:** Telstra suspended our service and continued to charge the VMCCWA monthly bills totalling \$684. After continued and frustrating correspondence the bill has been waived. The expenditure this month has been approx. \$4014.21 which comprises of Chatter, postage, advertisement in the for the Old Iron swap meet and display and computer & printer for the library. Income is \$5265.90 comprising of member subs and raffle.



January			
Payments		Receipts	
Acct	Amt	Acct	Amt
Chatter costs	\$926.99	Annual Subs	\$4,907.00
Library	\$1,449.94	Bank Interest	\$3.90
stat/print/post	\$105.88	raffles	\$125.00
swap meet	\$906.40	Rallies events	\$20.00
Unit	\$483.00	Regalia	\$210.00
others	\$142.00	Others	
	<b>\$4,014.21</b>		<b>\$5,265.90</b>

Briefing summary of 2017-2018 VMCCWA Audit, Club assets now stand at \$525,914 following a profit before tax during the year of \$18,582 The profit arises from :

1. Income from subs and bank interest of \$37,261
  2. Operating Expenses of (\$40,649)
  3. Profit from trading spare, swap meet, raffles etc 21,970
- Giving a profit of \$18,582

#### REPORTS:

Web Master: Murray Barnard - The motorcycles that are registered for display at Old Iron are listed on the website. 107 in total comprising of 12x pre-31, 22x post vintage, 31x classic and 44x post classic. Mario Cudini has volunteered to be Membership Secretary – thank you.

Events: Murray Barnard - Northam Swap Meet, 17<sup>th</sup> Feb. Meet at Dome carpark in Mundairing 6.30am and ride to Northam. Old Forkers Display, 24<sup>th</sup> Feb, Hale Rd Club Rooms/grounds 9.00am. An event put on by the pre-31 section. We will go for a 45min ride and serve breakfast for \$5. IHC 2 Day Rally, 9-10<sup>th</sup> March. Details are on the website. Grumpy's Run, 17<sup>th</sup> Mar, 9.00am at Trevor's place for a lamington and 10.00am ride down to Coogee. Old Iron Swap Meet and Display, 24<sup>th</sup> Mar. Posters are available if you could help promoting the event.

Membership Secretary: Mike Blake. 486 memberships paid to date.

Pre-31: Michael Rock. No report. Pre 70: Maurice Glasson. 1964 Triumph Thunderbird.

Post 70: Les Vogiatzakis: 1973 Yamaha RD200, 1976 BMW R60/6, 1984 Harley Davidson FXST, 1986 Suzuki GSXR 750, 1972 Royal Enfield 500 Bullet. Concessional: Phil Skinner. No report. Inspections: Phil Skinner. No report.

Machine Registrar: Lat Fuller, 3x 404 registrations.

Librarian: Gary Tenardi, 3 new books – including British Scooters, Playing with the Boys. Ken Vincent is recovering well and appreciates the well wishes with his recovery.

Spares: Chas Bailey. Good turn over of parts.

Points: Trevor Stephenson. I am waiting for membership renewal completion.

Technical Library: Mike Williams. No report.

CMC Rep. No report.

GENERAL BUSINESS: Paul Peghini, I have placed an advertisement on the chairs to encourage you to come along a sell parts at the Old Iron swap meet and display. The quickest way to get in will be with \$20 cash however a EFTPOS machine will be available at the gate. 42 volunteers on the day which is fantastic.

BITS & PIECES: Ed Shekell in Albany is looking for a C10 BSA. John Boucher would like some help with metal polishing.

Meeting concluded 8.55pm.

**VINTAGE MOTORCYCLE SHOW & SWAP MEET** Thanks are extended to members who responded to the request to register machines for the club motorcycle show. We have a great variety of machines for display to the public. Room in the display hall will fill up fairly quickly and some machines will need to be displayed either under the verandah or on the adjacent parking area. Public information/display boards will be supplied for registered machines where entry has been confirmed. Machines that have not been confirmed for the club display cannot be parked in these areas. Direction will be given for parking machines which are not part of the display. Show registered machines being utilised for static running will be allocated a display area outside of the Hall as we cannot have machines moving in and out of the hall during the day. The proposed live parade will not occur this year due to concerns over crowd control & safety in the area available. Members displaying machines are also asked to help monitor and observe the display areas at times during the show to ensure machine security and public safety. This can be done on an informal basis but it wouldn't hurt to let Barry O'Byrne know on the day when you are able to assist. Entry for authorised officials & members with confirmed registrations of machines for display is free. Registered machine unloading will be from 7am to 9am. Please use the gate closest to Albany Highway to bring your machine into the showgrounds. This gate will not be open to members of the public or unregistered members and will be closed at 9am. Parking of cars and trailers will be available. Please follow the direction of Marshalls. Cars and trailers must not block access or crowd the display area. If you arrive by machine or car and are not registered for the display you must enter through the public entrance from 9am on and pay the entry fee. Volunteer officials are asked to wear their hi-viz jackets on the day. Thanks - *Jim Douglas*

For further show details please see the club website at <http://vmccwa.com/vintageshow/vintage-motorcycle-display/>

## ENTRY TO CANNINGTON SHOWGROUNDS FOR MOTORCYCLE DISPLAY AND SWAP MEET:

Category	Entry	Times	Cost
Volunteer Officials & Machines Registered & confirmed for the club display	Entry through Hall gate (closest to Albany H'Way)	7 – 9 am	Free (gatekeepers will have list of names)
Swap Meet sellers	Entry through Public gate further up Station St.	8 – 9 am	\$20/vehicle
Club members (with or without machines)	Entry through Public gate further up Station St.	9am – 2 pm	\$5/head
Members of the public	Entry through Public gate further up Station St.	9am – 2pm	\$10/head

**MOTORCYCLE SHOW:** Thanks are extended to everyone who has registered their machine for the Motorcycle Show – Display boards will be available on the day. Registrations are now closed. There are over 130 machines registered.

<i>Adrian White</i>
<i>Alan Auburn</i>
<i>Andrew Hobday</i>
<i>Andrew Repton</i>
<i>Andy Summers</i>
<i>Art Woldan</i>
<i>Barry O'Byrne</i>
<i>Barry White</i>
<i>Bill Cunningham</i>
<i>Bill O'Halloran</i>
<i>Bowe Wilson</i>
<i>Bret Jones</i>
<i>Brian Rodwell</i>
<i>Chris Cooke</i>
<i>Chris Davis</i>
<i>Clive Glands</i>
<i>Colin Hankinson</i>
<i>Colin Tie</i>
<i>Dave Weeks</i>
<i>David Moore</i>
<i>Doug Thompson</i>
<i>Dimitrios Vogiatzakis</i>
<i>Eric Gibbons</i>
<i>Frank Ockwell</i>
<i>Gary Tenardi</i>
<i>Gordon Cecil</i>

<i>Henry McKenna</i>
<i>Ian Patterson</i>
<i>Jayson Schreurs</i>
<i>Jeff Sanders</i>
<i>Jeffrey Lindley</i>
<i>Jim Clark</i>
<i>Jim Douglas</i>
<i>Jo Deol</i>
<i>John D'Arrietta</i>
<i>John Laird</i>
<i>John Moorehead</i>
<i>John Voogt</i>
<i>Keith Weller</i>
<i>Ken Foster</i>
<i>Ken Vincent</i>
<i>Kenneth Jordan</i>
<i>Kevin Kerr</i>
<i>Lat Fuller</i>
<i>Les Vogiatzakis</i>
<i>Lionel Hall</i>
<i>Luke Sala Tenna</i>
<i>Mario Cudini</i>
<i>Michael Rock</i>
<i>Mike Blake</i>
<i>Mike Hesford</i>
<i>Murray Barnard</i>

<i>Neil Freeman</i>
<i>Nic Montagu</i>
<i>Noel Simmons</i>
<i>Paul Peghini</i>
<i>Peter Lawson</i>
<i>Peter Nicol</i>
<i>Rhona Finnigan</i>
<i>Richard Argus</i>
<i>Rob Lister</i>
<i>Roger Bowen</i>
<i>Ron Chave</i>
<i>Sean Killalea</i>
<i>Shane Weller</i>
<i>Simon Horder</i>
<i>Stan Read</i>
<i>Stephen Hill</i>
<i>Stephen Lock</i>
<i>Steve de Mol</i>
<i>Steve Foster</i>
<i>Stevan Payne</i>
<i>Ted Rayfield</i>
<i>Terry Burrows</i>
<i>Tim O'Brien</i>
<i>Tom Connolly</i>
<i>Tony Lock</i>
<i>Trevor Stephenson</i>





# PAST EVENTS



**ROLEYSTONE TT – 3 FEBRUARY 2019:** The Roley TT was blessed by the weather Gods as the day dawned fine and mild, 30C was the prediction and it stayed true to form. Keith's pleasure palace was crowded with bikes and riders anticipating a good ride after a long break from early December. Bikes from any ages crowded the forecourt and a happy eager crowd chatted amiably. Off at 11am after a briefing the ride commenced. The route being a popular one through the hills, winding through Helena Valley, Gooseberry Hill, Kalamunda, Bickley Valley, Pickering Brook, Canning Mills, Roleystone and Karragullen. The route is the same length of a lap of the Isle of Man and equally winding and up and down dale. It is hard to imagine how anyone could ride a machine on the stop for that distance on similar roads for one lap never mind 3!

The destination was the Naked Apple Cider House on Brookton Highway Karragullen. Most riders reached the destination without getting lost though a few overshot the entrance before realising their mistake. Keith Weller made it safely on his Yamaha 1100 and Dusting sidecar although the frequency of left-hand corners a challenge not having a passenger. The Cider House is set in an old plant Nursery and is pleasantly shaded by large trees and has a great Hills atmosphere with rustic buildings and gardens. Whilst fully booked out we had 3 long bench tables to ourselves and were soon settled in a great location close to the bar. Food service was quick and efficient and the meals are excellent. Colin Tie chose the delicious Steak Sandwich and this must be a record, could not eat it all!

The merry bunch wended their way home but all was not well. Unfortunately Don Price was taken out by a car at a roundabout in Kalamunda, suffering gashing, abrasions, bruising and broken bones. Don's recovery will be long & slow unfortunately. The young lady driver's Father rushed to the scene and aggressively created a scene. The guy should have been arrested, Don was the injured party and should have been the priority. Fortunately a number of riders and bystanders were on the scene and assisted Don and looked after his Triumph. Commiserations to Don and trust you recover as quick as possible and can get back on your beautiful Triumph. – *Murray Barnard*









**OLD FORKERS – 24 Feb 2019:** This event was organised by Ken Vincent on behalf of the Pre31 Section. All club members with a pre31 machine were encouraged by the Section to bring a machine to this Club event. Thanks are extended to the organisers and those who brought a machine and also to the hard working breakfast volunteers. *Pics by Trevor Stephenson.*





Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

#### ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Date	Runs & Events - 2019	Trailer Backup
March 10 <sup>th</sup>	Ed Shekell's run	Bernie Wolfe
April 14 <sup>th</sup>	Jasmine Hoansen's Ship to Shore run	Peter Ogborne
May 12 <sup>th</sup>	Bill Morrell's run	Required
June 9 <sup>th</sup>	Lloyd's Run	Required
July 14 <sup>th</sup>	Northy's run	Required
August 11 <sup>th</sup>	Volunteer required	Required
September 8 <sup>th</sup>	Kevin's Spring Rally	Required
October 13 <sup>th</sup>	Richard Turpin's run	Required

**Albany members please note:** if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2<sup>nd</sup> Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, [patnpaul@omninet.net.au](mailto:patnpaul@omninet.net.au) or the section secretary, Roger Bittner, 98446524, email [rokebit@gmail.com](mailto:rokebit@gmail.com)

**History of the Section (continued):** A small bit of history about "The Chalet" which is used by the VMCC of WA (Albany Section) Some extracts have been taken from the original Minutes of "The Chalet" April 24th 1972. A special meeting of parents in the Little Grove area was held to discuss the matter of building a meeting hall at Little Grove for the convenience of youth in the area. The building to be put to use by the Little Grove Girl Guides & Brownies, also Rangers, Cubs & Scouts if these are later started in the area. The name, Little Grove Chalet Association was chosen. The purpose of this Association is to raise money, to build, on a block offered for lease by the Albany Shire Council, a suitable meeting room (Chalet) & connect electricity & water. A Member offered for sale for \$500 a Chalet at present on her property, plus \$100 worth of extra timber for extensions & also a \$100 loan at low interest for the purchase of stumps. The meeting decided the Office Bearers should have the building inspected by the Shire Building & Health Inspectors & accept their advice. A Member was to obtain a quote for transporting the Chalet to the block in Little Grove." There was a lot of fund raising done with cake stalls being held on a monthly basis & a variety of other fundraising activities were held. After a lot of voluntary work by Members, Parents of the Guides & Brownies etc, & Members of the community, this building was opened in September 1973. There was also voluntary work done by prisoners through a prison rehabilitation program. Early 1974 the building had no electricity so kerosene lamps were used for the lighting on the winters nights the Brownies & Guides used it. The Shire of Albany had to establish boundaries for the lease of the land then the SEC poles could be placed in position. August 1974 Everything was approved for the electricity to be connected. The following month the electricity was connected. August 1977 the mains water was connected. This meant that we will no longer have to provide our own drinking & washing water. It also has allowed us instal a sink for washing up & to provide a septic toilet for the girls, doing away with the antiquated pan system which has been used till now. The servicing (emptying) of the antiquated pan system had to be done by the Guides whenever necessary. September 1977: a double sink was installed along with a gas stove & gas bottles. This was achieved by voluntary labour. The Chalet continued to be used & was the meeting place for the Guides & Brownies for many years. I became a Member of the Chalet Committee in approx 1983 & served many years on the Committee. After a number of years the Guide & Brownie numbers were beginning to dwindle & the Chalet wasn't being used to its full capacity hence the Committee had to think of the future outcome for the building. In April 2000 the Chalet Committee held a meeting stating the Chalet was to be pulled down & relocated by a sporting club out of the Little Grove area if there was no other viable option. I told the meeting the Albany Section of the VMCC of WA were looking for a permanent home & that we had a meeting the following night & would they give me until Friday for our decision. The following nights decision was to move to the Chalet. The Albany Section had their first meeting at the Chalet on 1st June 2000. In 2006 we invited the Genealogy Society to share the Chalet with the Albany Section to help pay the insurance costs. From that day the Chalet Committee was made up of Albany Section Members & Genealogy Society. When the Genealogy Society moved back into the City of Albany Library it left the Albany Section with the whole Chalet to use. From that day onwards there has still been a lot of volunteer work done to get the Chalet where it is today. Chalet Members applied for various grants which were successful & used these grants to upgrade the equipment in the Chalet. February 2010 A grant enabled the Chalet Committee to build a new toilet block with access from inside the Chalet. The previous toilet was a free standing one outside. The Chalet is certainly a wonderful venue for the Albany Section of the VMCC of WA to use. *Shirley Morrell*

**Lynton Morgan Profile:** My first experience with motorcycles was when I was fourteen and my older brother went and saw Easy Rider at the drive in. Afterwards he went out and bought a tired old Honda twin. He then welded some pipe to the front forks to



extend them, tore the sleeves off his shirt and roared down the road to freedom. He was my hero, with his exposed biceps, the freedom-of-the-sixties hair flowing behind him and the blaring open exhaust. In my eyes, this clattering mess of a motorcyclist was everything I should aspire to be. Anti-establishment, powerful and fierce. But it seemed an unattainable image to me. I didn't have Peter Fonda's facial hair and the idea of joining a mob of drunken Bathurst rioting, Z900 riders was quite intimidating. But I never forgot that image and so somewhere in my early twenties I bought modest Suzuki TS 125, followed by an unremarkable and forgettable range of low capacity trail bikes. Then I moved to Albany in the mid eighties and bought motorcycle dealership. Motorcycles were now stock in trade, which meant I was spoiled for choice. I was a kid in a lolly shop at the pick and mix. Some of my favourites were: a Suzuki GSXR 750, a DRZ 400, a Yamaha WR200, a Honda XR 600, a VTR1000 and my faithful XR400. I rode the XR400 in numerous enduro events and did thousands of miles of outback touring to Cape York, Alice Springs, Darwin and Birdsville. However, the ultimate bike for me was always the most unattainable, the most achingly beautiful, the most expensive and infinitesimally rare Honda NR 750. An exquisite, engineering masterpiece. A liquid cooled, DOHC 32 valve, oval piston, dual connecting rod vee four. These bikes were a production bike from the mid-nineties, and made only for prepaid orders. The price was the size of a telephone number, but now in 2019 I have no doubt that number would have a few extra zeros added on the to the end. Sadly it was only ever a fantasy and I never actually owned one. I also have a silly little weakness for the Honda CT 125. Yes I know, a dag bike designed for chasing sheep and not scaring your chooks. But I have a lot of respect for this little engine. I reckon it has carted more arse around the countryside than all the glamour bikes put together. Now in my sixties I've finally got the required facial hair that was sadly lacking in my youth. It's sprouting from my eyebrows, nostrils and ears. With my black motorcycle I can join a group of like-minded riders with their Z900s, albeit with a limited capacity to start a riot.

**February Club Run:** Lynton and Ron put on an excellent run for us. Starting from the Old Gaol, we were given two cards, one to be handed in at the completion of each section. To win we had to average 57.5 Kmph. There was a very good turnout, and the weather was perfect for riding. They had worked out a route that made for a good run with plenty of variety. The first section ended up at The Redmond Store. Plenty of space for parking, and seats in the shade. We handed in our first card, and then mobbed Lyntons Ute, which had a plentiful supply of Iced Coffee, Choc Milk, Bottled Water and cake. A group photo (taken by Peter) outside the old store completed an ideal stop over. On the road once more for the second leg, again they had chosen well, and after some nice scenery and a few sharp bends, (which gave Paul the chance to try out his recently acquired GB 500 TT Cafe Racer) we arrived at Emu Point for fish and chips. After handing in our second card Lynton and Ron did the maths and came up with the winners. Winner of the first stage was Bill Morrell. And the second stage was won by Jasmine Hoansen. They both received wristwatches. There were no breakdowns, and only one rider took a wrong turn, he was riding a very young Triumph. Paul wound up the event with a well earned thank you to our two hosts. It was a great day out and the prizes and food were very generous. Ron and Lynton are relatively new members, but with people like them joining us our future as a section is assured. Our thanks to both of you for a well organised outing. And extra appreciation goes to Ron who provided the trailer backup.

#### Winners, runners up and Hooligans.

Designated time from Town to Redmond was 35min 29sec. Bill, 35-25. Arthur 35-53. Manfred 34-53. Hooligans- Paul 29-09, Andy 29-22. Designated time from Redmond to Emu Point was 42min 30sec. Jasmine 42-35. Ed 42-12. David 43-27. Hooligans- Paul 38-25, Lloyd 38-37.



*Pic by Peter Ogborne*

**Walmsley's Cars & Coffee:** It's back! As good as ever. And our section put on a good display of bikes, but the reason I am reporting on this one is to thank Bill Morrell for organising the marquee and chairs, so that we could enjoy the day in comfort. Bill quietly does a lot of work for the section. Once again, thank you Bill, *regards, The Scribe.*

# Numb Bums and Oil Leaks

*By Adrian White*

**Motorcycle Memories:** I arrived in Kalamunda from Boulder in 1951, aged twelve, and was met by my mother at the bus stop at the top of Haynes Street and taken to our house, first right on Mundaring Road (demolished long ago now). Motorcycles came into my life there. I'd been fortunate to score an apprenticeship at Midland Workshops but no public transport serviced the area so we applied for a special younger person's licence to ride a smaller motorcycle to work. Once granted that Dad did a deal, painting a friend's lounge in exchange for a 1950 C.Z. 125cc bike. On this machine I met my future wife, Jacky whilst riding with brother Ian past the house I discovered to be where she lived. The tax disc holder on Ian's bike suddenly self-destructed sending a shower of discs all over the road, Jacky was kind enough to assist rounding them up. We both agreed later it was love at first disc. My next bike was a 1949 Matchless 500cc single with a rigid frame. All the older guys in Ian's group had similar machines and I'd ridden up Dog Hill a few times with them; the sound of those bikes was music to my ears and I wanted some. Alas, the Matchy was short lived. First a front guard stay broke and jammed the front wheel as I cruised down Dog Hill, relieving me of considerable quantities of skin, then Jacky's parents banned her from motorcycles. Love usually finds a way, Jacky would wander down town, we'd meet away from prying eyes, onto the bum pad and away. Next came a 1951 B.S.A. A10 which enabled us to venture much further afield, we had a wonderful time. I have since restored a 1951 A10, Jacky insisted it be identical to our courting one and we achieved this. This brings me to my second mischief on a motorbike. Pop also owned a house in Gooseberry Hill just south of the present bakery and coffee shop. Access to the house was via a long ramp to the back veranda which was great for motorcycle maintenance so I pushed the B.S.A. up there to fix a back wheel puncture and removed the offending wheel. Just then Dad and Ian began arguing over a triviality, being young and silly I intervened on Ian's behalf. In a voice which allowed for no negotiation Dad told me to "shut up and get that bloody thing off the veranda!" Being a bit miffed at this turn of events I proceeded to oblige, rather hastily as it turned out. Have you ever hoicked a 400 pound motorcycle off its stand but minus a rear wheel? It hurts as the rapidly descending left muffler lands on your right foot, it really hurts! I had tears in my eyes for quite some time, but from a different perspective Dad had tears in his eyes too for at least a couple of days. He always did have a weird sense of humour. Kalamunda was a great place for a teenager to grow up. *Bruce Kirk* **Footnote:** *Bruce and Jacky celebrate sixty years married today, 7th February 2019, quite an achievement in this day and age. Sadly, Jacky is battling serious health issues. We wish her and Bruce the best for a happy outcome.*

**Christmas,** and the boss of the Vauxhall dealership in the city was well pleased with his workshop staff's performance over the year, so on the last afternoon of work he shouted some beer and sausage rolls for the team - this being the era when such wouldn't result in a law suit if someone had a crash on the way home. He went to the workshop to shake a few hands but found no one there, then to his alarm noticed smoke issuing from between the pit boards. Hastily removing one, there crammed in like sardines were his highly skilled technicians, drinking beer, eating sausage rolls and having the odd smoke whilst watching the blue movie being projected onto the white painted pit wall.

**The weekend at last!** The boys are looking forward to a long ride on country roads to an overnighter at a country pub and a bit of a party, the girls sitting on the veranda watching them load up, looking to a girls' weekend with plenty of wine and hilarity. One by one the bikes rumble away with Rick the last. The conversation goes "oh look at Rick, why is he riding in circles on the lawn?" "the silly bugger has forgotten his steering lock again!" Laughter all round, good start to the weekend!

**A bit of history:** The first live telecast of a motor race in Australia happened in Perth on May 21, 1960. Despite the spectacular action such events offered, the A.J.S. Club's Scramble at Herne Hill might seem an odd choice for such an important national media milestone. There was sound reasoning behind the decision. The good folk at the A.B.C. in Adelaide Terrace had received a truckload of clever new outside broadcast equipment to be used at the 1962 Commonwealth Games and needed to learn how to use it.

**Sunday,** best day of the week, on a Club run, beautiful weather and a good route sheet which tells me to turn left at Joondalup Drive. So I coast up to the intersection, stop and put my right foot down, or try to, it seems welded to the footrest and once you're at that stage of stopping it's nigh on impossible to change feet. My mind says you're going to fall over, try staying in the riding position on the bike and that should minimise damage to bike or body. I saw Colin Brazil do this once, successfully, on and then off, his Indian. The kickstart has somehow found its way up the leg of my jeans. There seems to be a bit of space between the cars on Joondalup Drive and the kerb, without thinking I drop the clutch and hope for the best, it's all good!

**The five gallon tank** on the Spitfire was great crossing the Nullarbor Plain but I had occasion to wish it much smaller. I'd finished some maintenance on the bike in my workshop under the house and decided to start the engine, leaned over the bike to turn the fuel on but petrol poured over my hand. Sod it, must have forgotten to reconnect the line, but no, the cheap Chinese imitation tap, sourced locally had snapped off. Murphy's Law demanded the tank be full, there was no-one I could call out to and wouldn't be for at least four hours. Visions of the house an inferno, what to do? Stop and think. There's a bucket not far away, if I sprint more fuel will run out and I mustn't kick any tools for fear of sparks. Not panicking but nerves all active! Got the bucket, it fills up, not big enough. There's another container, same quandary and it's much further away but I grab it and it holds the balance of that beautiful accursed tank but the floor is swimming in petrol so I tiptoe out after mopping up as best I could, still seeing the fireball I'm hoping won't happen and the rags I used won't make static. I walk away, shaken, the air outside smells good, the house is still there!





## The Future of the Motorcycle

Right now the prospects of the motorcycle are very bright. The one single possible bugaboo that hangs over the trade is that unhealthy mania for an impractical speed. Accidents on the track and road are invariably the result of "speedomania," and that is what gets us in wrong every little while with the general public. Remember, the real growth of the motorcycle business depends upon that same general public, thinking we're all right.

Practically every motorcycle engineer and designer knows that the belt is the best transmission for road riding and general use. Any experienced dealer knows it, too. But many riders who are not skilled mechanics have "speedomania" in severe form, and want the chain for its race-track possibilities. So they order the chain and secure a theoretical speed they can never, never use, and pay a fearful price for it. The manufacturers have to cater to the "speedomania" demand, for it is easier to accede than to argue.

It's that "speedomania" that has caused the present demand for chain-driven machines, because, unquestionably, the "positive transmission" of the chain makes a theoretical higher speed possible than by the belt.

If you are a racing man you NEED that possible extra speed; but if you are just Mr. Plain Regular Rider your belt will furnish you all the speed you can possibly use and something extra corked up for any contingency.

The price you pay for your chain transmission is THE HEALTH OF YOUR MACHINE! For it is unavoidable that the racking, grinding, straining, positive action of the chain tears on the wellness of your motor. There is not the slightest "give" or pliability to the chain; it is entirely "positive," it simply cannot adjust itself to the demands of a complaining motor. If you have ever taken a motor apart you know that it is a fine piece of machinery, much too delicate to be subjected to the unyielding, gruelling pull of a steel chain.

### Spartan Belts Save the Motor

## Depends Upon the Transmission

Riders who order chain transmission will find that it greatly increases upkeep cost, which is a serious proposition. It is the low cost of operating a motorcycle (about one-sixth that of an average motor car) that should make this motorcycle industry a great business. You can't use the chain transmission without adding to the upkeep expense, besides subjecting your engine to a strain that will eventually put it in the hospital.

Is the chain right under any conditions? It is, indeed. For the RACE TRACK the chain is good. Mr. Humiston and Mr. DeRosier both used the chain. But remember that such a man wants his transmission to "make good" for only a brief period; he wants a machine that has just been tuned up by experts, that is adjusted up to the very minute, and then he rides like the very devil. But the fierce grind and strain that is thus entailed upon the machine, only the speed merchants themselves, and the makers, really comprehend. A racing man can well afford to tear the very guts out of his engine in the establishment of a new speed mark.

The BELT is the ideal transmission for general use. It gives you all the speed and power you can possibly use, and without straining your engine. Anyone can tell you which is the best belt. If you want our interesting catalog, just please write for it to Worcester or to any of our branches. It is free.

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## GEARBOXES, MOST BIKES HAVE GOT THEM, THANKFULLY. WHAT DO YOU KNOW ABOUT YOURS?

Over the years I have had to come to grips with the problems encountered when building or restoring British motorcycles as a business and hobby. I will attempt to give those interested a quick over view and a few tips on 50's thru 80's Triumph, BSA and Norton AMC type boxes. With the Triumph, firstly a 4 speed then in 1972 a 5 speed, they have proved to be quite robust. The main reason for this is the full mainshaft and full length layshaft design. The layshaft was carried by top hat bushes early on but had changed to Torrington needle roller bearings by the unit models. The upgrade conversion from bush to Torrington roller on this shaft is simple, just a matter of using the later parts, ie. appropriate Torrington needle rollers and thrust washers, 57-1606, 57-1607, 57-1614, if the layshaft bearing surfaces are still within spec. The bronze bushes are pretty hard on the hardened shaft, and wear it noticeably, mainly when the lube is low. So a change to needle roller may also mean a new or more serviceable shaft. Bushes are fine if the oil is checked regularly. A small grind clean up, then with new bushes made to suit, can also get you more service life from the original shaft. Also the shaft used with bushes is longer on the output sprocket side and will

need to be shortened slightly (a thin cutoff wheel) to suit the capped length of the Torrington replacement bearing. The inner cover will not go home otherwise. The mainshaft runs in a ball on the timing side and through a bush in the high gear which carries the sprocket. This gear then runs on an RLS9 1 1/4" ball, this RLS9 is normally 1 1/8" but is ground internally to suit. I had one years ago that had been ground off centre. That sure caused a wobbly sprocket and some flapping of the chains. The same ball is used by the BSA A65 and Norton AMC gearbox. I always use a sealed bearing but remove one plastic seal. Leaving the seal in the outer side assists the main seal 57-0394 that the sprocket runs in. Before tightening the sprocket nut if doing a sprocket change only, run a bit of sealer on the shaft to stop oil leaking down the spline on 4 and especially early 5 speed without the large 'O' ring. Pre-unit boxes never had gaskets and don't need them if the surfaces are good, just a good sealer. (Don't use screwdrivers to pry covers apart, I prefer a soft mallet and always heat cases or covers before removing or fitting bearings. I use the BBQ after pressure washing.) Adding a gasket will just add end float to the layshaft on these pre-unit boxes. These 4 speed boxes can be a bit noisy in 2nd and 3rd gear as there are no bushes for the gears to run on the shafts. Just a hardened gear on a hardened shaft, with a few levels of

Rockwell hardness between them, I have rarely seen galling on these components. If lube is checked then there are no problems. Only 2 bushes were used, one on the 1st gear and one in the output gear for the mainshaft, besides the early layshaft of course. The top gear bush does wear and may need replacing at some stage. Keep chains adjusted correctly to avoid rapid wear to this bush. With the 5 speed things are quieter as each free gear has a bush twist it and shaft. The same mainshaft to layshaft centres were used in the 5 speed and the gear set is basically the same width, so a conversion from 4 to 5 can be done from about 1950 on. Things can be a bit tight- a dremel and some patience may be needed. So obviously the full gear set, high gear bearing, sprocket, camplate, selector quadrant and gear lever plunger body all need to go over as well as the 2 plungers that pick and move the quadrant. They are slightly different. It is possible to modify a 4 speed plunger body to 5 speed with welding and grinding to set travel limit, the 5 speed being a shorter lever travel. I have done more than 40 conversions, sometimes using the welded up method. Basically 4 and 5 speed gear sets are the same 1st and top gear ratio but tightened up because of another gear in the middle. Great in the hills. Not much gives trouble with either especially the '75 onward 5 speed which has a stronger layshaft set than the '72 to '74. Three types of cover plates were used in the unit 650-750 where the mainshaft pokes into the primary. The early one basically continued with the long bronze bush of the pre-unit, late '60s saw a steel extended nose, as part of the gear and using a bigger seal. This stopped the seal wearing a groove in the bush even to the point of cutting the bush in 2. With the 5 speed, the seal runs directly on the mainshaft. Tridents and Rocket 3's use the same gear set as the twins with a short mainshaft and a different clutch mechanism, of course. The R3 has a different kick start ratchet pair. Triple 4 speeds had no seal at the sprocket end and can leak down the bush when on the sidestand. A sprocket nut machined with a seal retainer can be found to fix this. When tightening the nut for the kicker ratchet gear it is ok to use a rattle gun, very sparingly, so long as the shaft has no clutch attached and can spin freely. I have seen a broken shaft thread using this method on a 5 speed shaft (costly) with clutch attached. I have seen the nuts come loose often, which is why I like to give them a light rattle. I have occasionally come across a broken tooth on the kicker quadrant gear from over enthusiastic operators- people who think they have to smash start their bike. I have also witnessed people smacking the gear lever down with the heel of the boot to engage 1st gear. Just push it into first. The Triumph 4 speed is kind of a crash box although all teeth are constant mesh. When changing gears the teeth protrude into the next gear with as many as 23 teeth trying to engage with each other for 1st, as can sometimes be heard when the clutch has a bit of drag. Try pulling into 2nd then back to first, this slows the gearset down. Sometimes every second tooth is cut back to ease meshing on pairs where the number is even. The 5 speed is very modern with only 3 and 4 dogs used to couple gears. The early 5 speed can get damaged though if one doesn't clear the clutch before starting and trying to engage 1st. If the clutch won't clear, when kicking through with clutch lever pulled, start the bike and while holding in the clutch lever, roll off down a hill or get a push off and engage 1st gear with a few revs and the clutch lever in. When rolling, a few blips usually sees the clutch free up. Make sure you have an escape route. I have done this many, many times but don't attempt it if you are not confident. I have a 1974 650 Bonnie with about 50,000 miles on it and it has an early 5 speed set. Only once have I had a problem when the shifting got tight and it turned

out to be a bush moving in 3rd gear. Pressed back in with locktite and all is well since. This gearbox got plenty of work outs, carrying the front wheel off the lights, even with taller gearing or the odd practice day at Lakeside. The 5 speed in the photos is an early type. The later upgraded set has a few wider gears and stronger 1st gear dog.

BSA pre-unit boxes and A series unit twins are sturdy gearboxes as well with similarly designed full main and layshafts. Using only 6 dogs to engage a gear, things go much smoother when swapping cogs. Again the earlier pre-unit boxes had bushed layshafts and were susceptible to wear due to the bronze bushes if low on oil. The BSA set in the photo has such damage to both ends of the shaft. It also has significant damage to the teeth possibly due to poor meshing from badly worn bushes. If this is happening it may be noisy in 1st 2nd and 3rd but all quiet in top. These boxes also have gears running on shafts with no bushes like the Triumph 4 speed so if a bit noisy in 2nd or 3rd check your oil level. Later pre-unit BSA boxes were installed with Torrington layshaft needles toward the end of the pre-unit era. A T2 stamping indicates 2 Torrington layshaft needle bearings, factory fitted. The thing with many pre-unit bikes is that people may do major work to the engine, often multiple times but fail to service or rebuild the gearbox. On both Triumph and BSA unit models as the engine comes apart so does the box so all is revealed and appropriate measures taken. My biggest gripe with BSA boxes is the kickstart gears, in particular the ratchet gear that engages with the kicker quadrant gear. It runs on an ill fitting bronze bush, they are always badly worn and flopping about to the point of causing slip or locking of the kicker lever. One look at a Triumph should have had the BSA mob doing something similar. The Triumph uses a steel sleeve which has a tighter fit and allows little rock and therefore little damage. The BSA is rubbish so if you are changing that gear @ \$60 per, get a decent, closer fitting bush made. 5 speed conversions are available for your swingarm pre-unit BSA A or B model but not unit A65 stuff that I know of. The pre-unit cluster is made by Nova in UK and also TT Industries in NZ I believe. The A65 has a poorly designed fine splined gear lever shaft. Easily stripped by smashing into gear and often found welded on. A repair is available that requires cutting and welding. I have married part of an oriental machine's shaft and lever to A65s before. Cut this bit off there and weld on here.

The Norton AMC gearbox as used in Commandos and earlier Atlas or hybrids didn't change much although the AMC and their hybrids ie. P11 Norton etc, used different shell mounting holes. A few changes to ratios in the last ES models and different kickstart return spring location in earlier featherbed models, but basically interchangeable. I have an Atlas shell in a Commando so don't let anyone tell you it won't fit. Just a different mainshaft and cable entry. They are capable enough but I have seen more problems with these boxes than the others. Some suffer from hardness issues on the teeth, I have seen broken main and layshafts at the point where engineers thought an undercut was needed but in actual fact only weakened the shaft, a radius would surely have been stronger. They were first used in 20hp 350 machines and by the end 60hp 850cc engines were transmitting power through them. These gearboxes do change swiftly and cleanly when in good order as only 3 or 4 dogs need to engage gears. I have seen more bent AMC mainshafts than in Triumphs, mainly Commandos. To combat this, an out rigger bearing can be fitted between the sprocket and clutch. Maybe Norton owners



like to wheelie more than Triumph owners or maybe the Triumph clutch just spun on the taper with abuse but the splined Norton shaft had no choice but to give somewhere else. Would've been nice if Triumph and BSA adopted the splined mainshaft to carry the clutch. I do have a splined pre-unit BSA mainshaft but it was limited. I have repaired countless Triumph boxes with damaged mainshaft tapers when the hub has spun. Anyway, the Norton AMC has a 2 piece or split layshaft, basically 3" of plain shaft inside the kicker shaft on a bush which in turn locates in 2 steel bushes in the inner and outer covers. Not the most rigid design so attention to this area is wise when reconditioning the boxes. When overhauling one of these, besides changing the RLS9 11/4" top gear bearing and the ball on the kicker side, I fit the upgraded layshaft roller on the drive side. A 2 piece replacement for the ball, of which I have seen many breakup, mainly in Commandos and at a minimum as it is failing, it will cause the kick start lever to flick back and forwards under load or at worst lock the gearbox and therefore the rear wheel. Now that is a problem. The gap in the case between the 2 drive side bearings is minimal and can split so have a good look when next inside. This can happen when someone feels they need to drive these bearings in, often tilting and tearing or splitting the case, instead of heating and dropping in. When changing to the layshaft roller, end float will need to be set and a thin washer will have to be made usually .010-.020" thick, sometimes thicker. Grab the kick shaft and try moving in and out?? Too much end float? This can cause, along with other factors, 1st gear to drop out as you take off. Almost always the bush will need replacing in 1st gear as it is a big wheel with a little bush and wears quicker than the other bushes in these boxes. So this worn bush, excessive end float and sometimes a dragging clutch can be a pain when moving off. Another problem with this box is that the top gear bush for the mainshaft is 2 short bushes, one long one or another short one added is better. The bush can have a tendency to "walk" out or in and wear away, especially when there is a slight bend in the mainshaft. If you intend to add another short

bush or one long one then have a groove inside each end machined for a wire piston type circlip. This mod stops the bush walking. The kickstart ratchet pawl can wear and cause the kickstart to slip when loaded, they are cheap so fit a new one if a full rebuild is called for. Then there is the 'designed to fail' multi splined kick start shaft and kicker arm. I have come across many of these welded on. The way it is machined minimises the area for stable clamping of the kickstart arm on the spline. With the load way outboard of the centre line, mainly a problem on the Commandos, it is not long before things get wobbly and start ruining your expensive muffler as well. I have replaced dozens of arms and shafts. Keep it tight, they aren't cheap. Take up the slack to compression and push start, don't slam start. UK made levers hold up better. Generally speaking these boxes mentioned are reasonably strong and reliable but as I said, in a pre-unit setting they are often neglected. When was the last time you changed your gearbox oil??

Beware when adjusting primary and rear chains. I had a friend who thought he would make a buck and save his mate a buck by doing some work on his Norton. He adjusted the chains but didn't have it right because when he took it for a test ride, he rode off the gutter which saw the obviously too tight rear chain go very tight and pulled the back completely out of the gearbox. A cheap service it was not. The take away from this is to leave chains a bit loose if unsure.

There is not much detailed info here, no mention of different ratios either, just a few of the basic problems one may encounter. The era referred to here was about the end of British bike evolution as many of us know it and for the level of metallurgy, machining capability and slide rule technology, they do quite well really. As for me, I had small British bike shops for over 30 years and did all the repairs, the boxes talked about here are in my favourite rides.

*Brian Holzgal (reprinted courtesy Historical Motor Cycle Club of Queensland)*



#### CRUISING IN KANSAS, SIDE BY SIDE

**L**IFE partners, these—Ferdinand Zelle, Excelsior agent in Great Bend, Kansas, and Mrs. Zelle—or, taking them by and large, he weighing 200 and she 235—maybe one should say Mrs. Zelle and Ferdinand. Though their combined weight would seem likely to put a fearful bend in the frame of any weakling motorbike, their side-by-side X-cursions have not so far caused any such disaster. They often take 100-mile rides—if one can measure miles in that endless country—and aside from the pure pleasure which on these spins they may derive from rolling flat Kansas flatter—subduing any undue undulations in the scenery—they may have a serious purpose which hitting the chuck-holes serves, as a vibra-therapeutic process; to keep down the weight of the starboard side of the boat, as it were, especially in August, when, as the unfeeling sender of the photo said, Great Bend is "as hot as blazes—almost as bad as Bakersfield." Zounds! Sirrah, 'tis well you are away off there beyond the Rockies, and the capital of Kern County, Cal., too busy striking oil to reach across and swat you for your impudence!

# MOTORCYCLE CLASSIFIEDS

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**1972 CB750 K-2** Lovely bike to ride and admire. Listed at \$15.5K and welcome any test. Lots of spares and the bike is in top condition. Frank 0863643838

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**The Deaf Wife Problem:** Bert feared his wife Peg wasn't hearing as well as she used o and he thought she might need a hearing aid. Not quite sure how to approach her, he called the family Doctor to discuss the problem. The Doctor told him there is a simple informal test the husband could perform to give the Doctor a better idea about her hearing loss.

'Here's what you do,' said the Doctor, 'stand about 40 feet away from her, and in a normal conversational speaking tone see if she hears you. If not, go to 30 feet, then 20 feet, and so on until you get a response.' That evening, the wife is in the kitchen cooking dinner, and he was In the den. He says to himself, 'I'm about 40 feet away, let's see what happens.' Then in a normal tone he asks, 'Honey, what's for dinner?' No response. So the husband moves closer to the kitchen, about 30 feet from his wife and repeats, 'Peg, what's for dinner?'

Still no response. Next he moves into the dining room where he is about 20 feet from his Wife and asks, 'Honey, what's for dinner?' Again he gets no response. So, he walks up to the kitchen door, about 10 feet away. 'Honey, what's for dinner?' Again there is no response. So he walks right up behind her. 'Peg, what's for dinner?' '

For f@#\$s sake, Bert, for the FIFTH time, CHICKEN!"

☐

**I THINK** our star the Sun is highly overrated. At least the Moon gives a bit of light off at night. The Sun only shines in the daytime, when it's light anyway.

**Alan Skewer, e-mail**



